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Hongkong, 24th April, 1913. [309

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Hongkong, 21st March, 1913. [480

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Hongkong, 17th April, 1913. [589

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WEEK DAYS.

7.00 a.m. to	8.00 a.m.	...Every	15 minutes.
8.00 ,, ,,	10.00 ,,	... ,,	10 ,,
10.00 ,, ,,	11.00 ,,	... ,,	15 ,,
11.30 ,, ,,	12.45 p.m.	... ,,	15 ,,
12.45 p.m. ,,	1.15 ,,	... ,,	10 ,,
1.15 ,, ,,	1.45 ,,	... ,,	15 ,,
1.45 ,, ,,	2.15 ,,	... ,,	10 ,,
2.15 ,, ,,	5.00 ,,	... ,,	15 ,,
5.00 ,, ,,	8.10 ,,	... ,,	10 ,,

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Every Quarter-Hour.

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8.00 a.m. to	10.30 a.m.	...Every	15 minutes.
10.30 ,, ,,	11.00 ,,	... ,,	10 ,,
11.45 ,, ,,	12.00 noon	... ,,	15 ,,
12.00 noon ,,	1.00 p.m.	... ,,	10 ,,
1.00 p.m. ,,	5.00 ,,	... ,,	15 ,,
5.00 ,, ,,	6.00 ,,	... ,,	10 ,,
6.00 ,, ,,	7.00 ,,	... ,,	15 ,,
7.00 ,, ,,	8.10 ,,	... ,,	10 ,,

NIGHT CARS as on Week Days.
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Extra Car at 12 Midnight.

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TIME TABLE TO APRIL 30TH, 1914.

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$ 40.00	Shanghai (Steamer) ...	Lv.	Forenoon		Mon.	Wed.
	Dairen (,,) ...	Ar.	,,		Wed.	Fri.
Y 14.95	,, (S.M.R. Train)	Lv.	3.20 p.m.	Mon.	,,	Sat.
	Mukden (,,)	Ar.	11.25 ,,	,,	,,	,,
Y 11.50	,, (,,)	Lv.	11.50 ,,	,,	,,	,,
	Changchun (,,)	Ar.	6.50 a.m.	Tues.	Thurs.	Sun.
R 9.60	,, (Russian Train)	Lv.	* 8.00 ,,	,,	,,	,,
	Harbin (,,)	Ar.	* 2.00 p.m.	,,	,,	,,

Connecting at Harbin with: State Express from Moscow. Wagon-Lits for Moscow. State Express for St. Pet'g.

SOUTH BOUND.

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R 9.60	Harbin (Russian Train)	Lv.	* 10 a.m.	Mon.	Wed	Fri.
	Changchun (,,)	Ar.	* 6.30 ,,	,,	,,	,,
Y 11.50	,, (S.M.R. Train)	Lv.	7.00 ,,	,,	,,	,,
	Mukden (,,)	Ar.	1.50 p.m.	,,	,,	,,
Y 14.95	,, (,,)	Lv.	2.10 ,,	,,	,,	,,
	Dairen (,,)	Ar.	10.20 ,,	,,	,,	,,
Y 40.00	,, (Steamer) ...	Lv.	Noon.	—	Thurs.	Sat.
	Shanghai (,,) ...	Ar.	Forenoon	—	Sat.	Mon.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.

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Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

EMMETT.—On September 10th, at Shanghai, the wife of E. C. EMMETT, of a son and a daughter.

DEATH.

TIBERGHIEN.—On September 10th, at Shanghai, WILLY TIBERGHIEN, Banque Belge Pour L'Etranger, aged 26 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 16TH, 1913.

THERE is doubtless some basis for the persistent report which REUTER'S Correspondent at Peking says prevails in well-informed circles in the capital that the Chinese Government has practically decided to employ a German Lieutenant-General with a staff of six officers at Peking and two hundred officers—presumably all German—to be distributed throughout the country. Colour is perhaps lent to this rumour by the frequent references in the Chinese papers of late to schemes of military re-organisation which have been under discussion since the latest revolutionary outbreak. Military reorganisation has followed upon wars in China on at least two previous occasions. In the Taiping Rebellion the official organisation was found to be "ineffective and unwarlike," and was changed to what was known as the Green Flag Army which was in no sense a homogeneous force. Each province maintained, or was supposed a maintain a certain number of troops, under the direct control of the Viceroy, for constabulary and in some cases garrison duties. This constituted the fighting army at China, such as it was, until forty years after its formation, when its best representative, the "foreign drilled" army of the North, went down before the Japanese in 1894, and on this foundation was erected the "New Model" Army that the country now possesses. The revolution of 1911 and the more recent outbreak proclaimed the inefficiency of the military organisation, and the causes of this have doubtless been the subject of investigation and much anxious consideration in Peking. Apart from any new development of the scheme of military organisation which may be contemplated, there is nothing improbable in the rumour that the Government is contemplating the engagement of a large number of German Officers to undertake the training of the army. It is notorious that China has preferred the German to any other military system, and that in drawing up the scheme of military reorganisation the Chinese War Office was largely guided by the advice of German experts. But, apparently at that time, it was considered unnecessary to engage any large number of foreign officers to train the troops. The system of training for officers contemplated the employment of German military instructors only in the highest school which it was intended to open at Paotingfu in January 1912. Here accommodation was to be provided for about 1,500 cadets. The outbreak of the Revolution interfered with the opening of this as well as of many of the subsidiary schools. The *China Year Book*, which gives some account of the provisions which were to be made under the re-organisation scheme for the education of officers, states that four distinct kinds of schools were contemplated for the instruction of commissioned officers, of which three were actually in operation when the revolution occurred. A Primary Military School was to be opened in each provincial capital, at which youths from fifteen to eighteen would receive a three years' course of military education, including, as a rule, tuition in one foreign language. After completing the Primary School course, the cadet would proceed to one of the four Middle Schools which have been established at Chingho, Sianfu, Wuchang and Nanking. After a two years' course in the Middle School, the cadet is to have six months' practical training with an Army Division, and then complete his military training by an eighteen months' course at the Military High School to which we have already referred. It may be that the object in view in employing so large a number of German officers is to staff every school with a certain number of foreign experts, and to employ others in connection with the scheme of military redistribution which is stated to have lately been under consideration in Peking. A significant statement in the telegram is that KRUPPS are to provide one fourth of the estimated cost of the scheme. This means, of course, that KRUPPS will secure practically a monopoly of the supply of arms to China. The scheme is one which is not likely to go through without objection by the Powers, but as there is nothing in the Treaties with China to prevent her making such arrangements, it is not apparent on what grounds any protest be lodged. There is a certain irony in the situation which the public will not be slow to perceive, for one is irresistibly reminded of the KAISER'S famous picture of a vision of Asiatic armies sweeping over Europe, and if Reuter's correspondent had not added to his message the remark that the rumour is generally accepted as true, one might have supposed a humourist to be responsible for the report that German officers are to be employed to train the Chinese in German war science which the KAISER has recently stated ensures victory if properly applied. It is not, however, with the idea of invading Europe that China is aiming at increasing the efficiency of her Army, but in order to make it a trustworthy and effective force primarily for the maintenance of peace and order within her borders, and for the defence of her territories from aggression. German military officers can certainly teach the Chinese a great deal more than they at present know about the science of war, but the revolutions of the past two years have shown that peace and order can only be assured when Chinese soldiers have learnt to be loyal and patriotic to the Government—and that, we fear, is a task beyond the powers of foreign military experts.

The English mail of the 16th August was delivered in London on the 13th September.

In Manila last week 7½ inches of rain fell in 48 hours, while at Baguio the fall was 16½ inches.

The Manila Observatory yesterday afternoon reported a typhoon E. of Northern Luzon, less than 300 miles distant moving W.N.W.

The Hon. Mr. Newton W. Gilbert, Acting Governor-General of the Philippine Islands, was successfully operated upon for acute appendicitis last week at the Philippine General Hospital.

Notwithstanding the whirr of the electric fans, it was very hot in the Supreme Court yesterday, and when Mr. Justice Kemp took his seat in the small Court he announced to Counsel that the wearing of wigs was optional. Counsel returned thanks, and Mr. Jenkin added, "We wish the wearing of gowns was also optional, my Lord."

At the Bijou Theatre yesterday afternoon Mr. Geo. Samuers produced a moving film descriptive of the experiences of the Carnegie expedition to Alaska and Siberia. Each succeeding scene on the picture was explained by Mr. Samuers, and those who had the privilege of being present learned something of Eskimo life and flora and fauna of the land of the Midnight Sun. It is a very interesting and instructive film.

Three fatal cases of plague (all Chinese) were reported as having occurred in the Colony during the 72 hours up to noon of the 13th instant. The number of cases registered this year is 340 (all Chinese), of which 306 proved fatal. Other communicable diseases reported for the week ended September 13th are four cases of cholera, of which one proved fatal, and five cases of enteric fever, one of which proved fatal.

Major H. L. Wigmore, U.S. Military Attaché at Tokyo, whose sudden death was recently reported by our Tokyo correspondent, succumbed to appendicitis at Chuzenji. His illness was sharp and developed so quickly that, though the best advice was secured from Tokyo and Yokohama, the end came shortly before midnight. He was attended to the last by Mrs. Wigmore, to whom the sympathy of the community is extended in her sudden bereavement.

LAND SALES IN HONKONG.

HIGH PRICES.

Two lots of Crown land were sold by public auction at the Public Works Department yesterday. There was a large attendance at the sale, and bidding in both instances was keen.

The first lot offered was Inland Lot No. 2,039, which contains about 24,238 square feet, and the annual rental of which is $222. The lot is north of Inland Lot No. 1,698, and is situate at Wongneichong Road. The upset price was $12,119, and from this start it rose by $100 and $500 bids until the sum of $20,000 was reached, at which price it was knocked down to Mr. A. Shelton Hooper.

The second lot put up was Inland Lot No. 2,040, near Tai Hang Inland Lot 165, Tai Hang village. The area is about 20,250 square feet, the annual rental $210, while the upset price was $5,060. Bidding started at $5,063 and by bids of $100 ran briskly up to $7,100, at which figure Messrs. C. E. Warren & Co. became purchasers of the lot.

V.R.C. AQUATIC SPORTS

The annual aquatic sports meeting of the Victoria Recreation Club will be held on Thursday, Friday and Saturday, the 25th, 26th and 27th instant, and, given fine weather, should prove very successful. The events on the programme are:—Two lengths' handicap; running header (swallow style), throwing the polo ball; two lengths (army, navy and police); two lengths team race; hurdle race (two lengths handicap); long plunge; four lengths handicap; 220 yards (championship); boys' race (open); team race, civilians *v.* service; four lengths (100 yards championship); ladies' nomination; high dive (open, swallow style); consolation race. On each of the three days the sports will conclude with a water polo match.

PETROLEUM IN THE PHILIPPINES.

Mr. Pratt and Dr. Smith of the Bureau of Science, Philippine Islands, report, after extended investigation, that the existence of petroleum on Bondoc Peninsula is established by the presence of seeps of petroleum associated with inflammable gas at various places throughout the oil field.

"The quantity of petroleum which might be recovered by commercial exploitation of the field is undetermined and can be determined only through the drilling of a series of test wells." According to their report "all the petroleum encountered so far is similar in character and of a good quality. It is of low specific gravity and contains a large proportion of light oils which would make it of relatively high value as a commercial petroleum. The seeps are in highly inclined strata which are probably in all cases part of the structure of anticlinal folds. From this association it is believed that the petroleum in this field has, in accordance with the general law of petroleum accumulation, tended to collect in the crests of anticlines. The petroleum occurs, associated with certain horizons, in an extensive series of beds of sandstone and shale which is similar in character to the oil-bearing rocks of productive fields, notably those of Japan."

They recommend that drilling exploration should be conducted along lines which they indicate in their report.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE JAPANESE DEMANDS ON CHINA.

"A SACRIFICE OF NATIONAL DIGNITY."

TOKYO, September 15th.

Prince Katsura's recovery and return to Tokyo are coincident with the renewed activity of his Party, who are preparing a Manifesto expressing a want of confidence in the Government in regard to the China question. It is considered that the Japanese demands simply invite further insult.

The *Yorodzu* says the Government consulted its British Ally, but the sacrifice of national dignity in deference to the Powers is unendurable.

The Press is generally unsatisfied.

[THROUGH REUTER'S AGENCY.]

THE LABOUR DISTURBANCES IN GREAT BRITAIN.

LONDON, September 15th.

The civic authorities of Manchester and Salford are mediating with the dockers, and it is hoped that their efforts will lead to a settlement. Upwards of 1,500 are affected.

A strike at Messrs. Moulder's, Sheffield, on the non-Unionist question, it is feared, will be protracted. The idle number many thousands.

The motor-bus drivers and conductors in London are threatening to come out owing to one of the Companies suspending 12 employees for wearing Union badges.

RAILWAYMEN'S LEADER CONDEMNS SECTIONAL STRIKES.

A speech of the Railwaymen's leader, Mr. J. H. Thomas, M.P., in which he condemned sympathetic and sectional strikes, "leading to anarchy," has attracted considerable attention. It is believed to refer to the irresponsible strike threats of railwaymen in various districts.

NEW YORK MURDER SENSATION.

A CATHOLIC PRIEST'S AMAZING CONFESSION.

NEW YORK, September 15th.

A sensation has been caused in New York through a German Catholic priest named Schmidt confessing to the murder of a servant girl, whose dissected body was recently found in the Hudson River. He says that when it was found that the girl's condition rendered concealment of their relations impossible he killed her, "because he loved her."

Schmidt was traced through a pillow wrapped round the girl's torso, which a shopkeeper identified as having been sold to the priest.

It appears that Schmidt went through a form of secret marriage with the deceased girl.

UNIONIST LEADERS AT BALMORAL.

LONDON, September 15th.

Mr. Bonar Law and Lord Curzon are the guests of the King at Balmoral.

THE MULLAH ON THE WARPATH.

FURTHER DISTURBANCE IN SOMALILAND.

ADEN, September 15th.

The Mullah continues raiding friendly natives. He has burned Burao, killing six friendly natives.

EXECUTION OF A MEMBER OF PARLIAMENT.

LONDON UNIVERSITY MAN.

Chi Hsio-chun, a representative of Kiangsi in the Lower House, was shot at Kewkiang on the 1st inst. He was proved guilty of conspiracy against the Government. Efforts were made to save him, but they were of no avail. He was at one time a student in William Nast College in Kowkiang, and later studied at London University.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE HOME RULE QUESTION.

SPEECH BY SIR EDWARD CARSON.

"GOVERNMENT'S MANDATE A DRESSED-UP CORPSE."

LONDON, September 14th.

Sir Edward Carson, K.C., M.P., in a speech at Durham, said that Lord Loreburn's letter left the Home Rule question no different than it was previously and asked what now became of the Government's Mandate. "It doubtless will be paraded," continued the speaker, "to the bitter end, but it is only a dressed-up corpse. It is something that serious men are beginning to realize the gravity of the situation, but even Lord Loreburn does not realize its whole gravity. There are not going to be merely spasmodic riots in Ulster if the Government persists with the Home Rule Bill, but we will make government by Home Rule impossible by steady, persistent opposition to its every act. We will never acknowledge ourselves citizens under a Parliament at Dublin, but we will ever acknowledge the power of the Imperial Parliament. Let those who can take that from us come and try. Lord Loreburn, in making the proposal for a conference, shows that he does not grasp the rudiments of the question and does not see the gulf between Mr. John Redmond and myself, and until you can reconcile our fundamentally different views there is not the slightest use in pretending to meet in a conference which must prove abortive."

Referring to discussions concerning the position of the King, Sir Edward refused to express his views, because there was no tribunal to settle the question, but he declared that it was the duty of the Premier to advise His Majesty to appeal to the people. Sir Edward concluded by saying: "I return to Ulster this week—joyfully, eagerly. I have a provisional government ready to take over, in trust for the Empire and the King, such parts of the Government as will protect us from the machinations of a Home Rule Parliament."

Mr. Ellis Griffith, K.C., M.P., Parliamentary Under-Secretary to the Home Office, speaking at Abernethy, said that Lord Loreburn's letter raised a new aspect of the Home Rule question. The Liberals and Nationalists have never been unwilling to confer with their opponents with a view to some measure of Home Rule by consent, but it was impossible to enter into a Conference unless there was a common basis for the discussions. Every member of the Conference must agree upon three premises, namely:—Firstly, that there must be a change of government in Ireland. Secondly, the change must place a greater share of government in the hands of Irishmen. Thirdly, there must be a Parliament or Assembly or Council representing the views of Ireland as a whole.

LATER.

Lord Loreburn's letter is still kept in the forefront by the newspapers. The Unionist papers give prominence to the prolonged audience given to Mr. Bonar Law by the King at Balmoral, after the Unionist leader had conferred with Lord Lansdowne at the latter's Scottish seat, and they declare that an election or a Referendum must precede a Conference.

The *Daily Telegraph* says that when civil war is in the near prospect surely the nation may demand the right to say whether it approves of a policy bringing civil war to pass. It would be wrong to attribute political significance to the visit of Mr. Bonar Law and Lord Curzon to Balmoral. The arguments of some of our leading contemporaries regarding a possible Royal action are unwise, because if once a Constitutional monarch seeks other than Ministerial guidance how will it be possible to know whose was the advice on which the King took action.

The *Standard* discusses the possibility of the King taking the initiative and calling a Conference, which, it says, would raise no question of Constitutional usage such as was involved in the recent suggestions that the Royal assent to the Home Rule Bill should be refused.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

The *Morning Post* endorses Sir Edward Carson's speech and says that when he declared that a Conference must be abortive, he was speaking not only for the Irish Loyalists but for the vast majority of the party.

The *Daily Chronicle* says that Sir Edward Carson has "banged, barred, and bolted" the door on Lord Loreburn's proposals. Mr. Asquith's duty is to go straight forward and set up in Ireland a system of government "broad-based upon the people's will."

The *Daily News* says that the Government will keep the door open to a reasonable compromise, but will not yield to intimidation, and will not insult the country by asking again if it meant what it said in 1910.

THE MAGISTRACY.

LOTTERY TICKETS.

A Chinese who was found in possession of 10 Po Piu lottery tickets in Shanghai Street, Yaumati, was fined $250, or three months' hard labour, by Mr. F. A. Hazeland yesterday.

A CHINESE "DRUNK AND INCAPABLE."

A well-dressed Chinese, who gave the name of Johnson, was found lying asleep at four o'clock in the morning on the footpath at Shektontsui. His slumbers were rudely disturbed by a policeman, who found him to be drunk and incapable. The man, who was on bail of $10, failed to appear before the Magistrate yesterday, and the bail was estreated.

AN EXTRAORDINARY DEFENDANT.

Before Mr. Hazeland yesterday, Inspector McHardy charged a Chinese with the larceny of a jacket from the Jockey Club premises at the Race-course. His appearance was extraordinary and his conduct in the dock was most strange. He offered a vigorous defence to the charge, accompanying his statements with extraordinary gestures of his hands, and alleged that he was falsely accused. His Worship observed that the man did not seem quite right in the head, and ordered a remand for a week, the man to remain in police custody.

UNLAWFUL POSSESSION OF ARMS.

A fine of $150 was imposed by Mr. G. N. Orme on a Chinese who arrived in the harbour on the *Korea* with a Winchester rifle in his possession. Inspector Murison told the Magistrate that a number of notices warning persons against the importation of arms into the Colony were posted up all over the steamer.

Another Chinese who had just returned from America by the *Korea* was charged with a similar offence. Sergt. Pincott said that when the defendant was asked if he had any arms on board he declared he had not. A search was instituted, and the revolver was found in his clothes, the ammunition being discovered in a feather pillow. The officer further remarked that on the voyage the Chief Officer was threatened with a revolver and chased out of the steerage section because he tried to stop a number of Chinese passengers from gambling. The maximum penalty of $250, or three months, was imposed.

A third Chinese was fined $100, or a month, for being in possession of a revolver and ammunition. This man had been deported from America.

UNLAWFUL POSSESSION OF OPIUM.

Before Mr. Orme, two Chinese were charged with unlawful possession of opium. The first man was arrested on the sea front by a Water Police detective, whose suspicions were aroused by a parcel he was carrying. He stopped him, and found that the parcel contained several tins of opium, amounting altogether to 35 taels. The second defendant was arrested on the information of the first man. In answer to Mr. Reader Harris (of Messrs. Wilkinson & Grist), who appeared for the first man, the detective said he asked the man what the parcel contained, and he answered "Moon cakes." He said the parcel had been given to him by another man, who asked him to give it to a friend of his.—Mr. Harris, addressing his Worship, said the parcel was given to his client by a man named Lo Hing, who asked him to take it to the Cheung Hing boarding-house and hand it over to Kwong Tat Sang, saying he was too busy to go himself. His client was told the parcel contained moon cakes, and he had no knowledge that it contained opium.—His Worship, after hearing evidence, expressed the opinion that both were in it, but he was not prepared to convict the second defendant on the evidence. The first man was fined the maximum penalty, $2,000, or twelve months' hard labour, and the second was discharged.

SUPREME COURT.

Monday, September 15th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM REES (CHIEF JUSTICE).

THE CONSTRUCTION OF A CHINESE WILL.

His Lordship delivered his reserved decision in the matter of the estate of Chan Quan Ee, deceased, and in the friendly action brought by Chan Yau and Chan Pat against Chan Wu Shi and others.

Mr. M. W. Slade, K.C., instructed by Mr. L. R. Needham (of Messrs. Ewens & Needham) represented the plaintiffs, Mr. E. H. Sharp, K.C., instructed by Mr. F. X. d'Almada e Castro, appeared for the first three defendants, who are executors under the will, and Mr. F. C. Jenkin, instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist), was the Counsel for a legatee who had obtained leave to be added as a defendant.

His Lordship, in the course of his judgment, said the bequest to the five beneficiaries was in his opinion an absolute one, and he could discover nothing which would justify him in acquiescing in the construction which the plaintiffs desired, and regard the bequest as a gift for life with remainder to the next of kin absolutely. It was also clear upon the authority of the cases cited that a devise of the rent of land passes the land itself. The testator's intention was clear that the $6,000 marriage dowry was a first charge on the rents of the property concerned. The daughter was, his Lordship understood, only twelve years of age, and the questions raised were as to whether the sum should be invested by the executors, and to whom was the interest payable until the marriage of the girl. He agreed with the view submitted by Counsel on both sides, that until marriage, the interest formed part of the property on which it was specifically charged. The annual sum of $1,050 for worshipping purposes at the shrine in the country house, workmen's expenses, and donations to charitable institutions and free schools, was clearly a first charge on the property concerned. The bequest was fourfold, (*a*), the shrine; (*b*), workmen's expenses in connection with it; (*c*), charitable institutions; (*d*), free schools. The two former bequests being invalid, and the two latter valid, he had been asked to direct that the executors should apply half of the annual sum of $1,050 to the charitable institutions and free schools, and apply the moiety as a part of the specifically bequeathed property under the terms of the will. He thought it was impracticable in this case to fix the proportions, and, regarding the bequest as fourfold, the two former being invalid and the two latter valid, the one half of the fund attributable to the sarine and workmen's expenses, which was void, should form part of the property on which it was charged, and which was equally divisable among the five beneficiaries. The remaining one half, being in respect of charitable institutions and free schools, which were good gifts, should be applied by the executors in the exercise of their discretion for such purposes. His Lordship added that there was no residuary bequest in the will, and these annual gifts being a first charge on the property specifically bequeathed, in his opinion the persons entitled to the property charged with the gifts took such property freed from so much of the gifts as were void. Clause 6 of the will was, he thought, devoid of ambiguity, and he agreed that it was a gift for life to the five parties in equal shares, with remainder to their descendants absolutely, and in equal shares as tenants in common. The funeral expenses were specifically charged on the rents of the twelve Chinese houses. The other debts should be paid out of the personalty which was undisposed of in the will. The costs of all parties as between solicitor and client, including the costs of the inquiries ordered, should come out of the estate.

A "TOMBSTONE" GOLF COMPETITITION.

Our contributor "Roderick Random" had something to say yesterday about the sentimental affection of the "Old Salts" in the early days of foreign trade in China for tombstone doggerel. We dwell in a more flippant age, as witness the following report of a golf competition at Rokkosan, Kobe, which we take from the *Japan Chronicle*:—

A competition was held over the 18 holes in the morning, "Tombstone" conditions, under handicap, for a prize presented, and resulted in a somewhat easy win for Mr. J. P. Arthur, who died "repenting his errors" a few yards from the last green. The favourite "dying place" seemed to be the vicinity of the 16th and 17th greens, though one competitor "pegged out" as early as the 14th. A prize was also presented for the best epitaph to be judged by a committee of ladies, whose award went to Mr. P. A. Cox with the following:—

"Four score less two was the extent of his span,
He's an angel now—one up on man."

Mr. Biron was adjudged second with:—

"Here lies the last of poor Tommy Biron,
He'd have won the match if he had used his iron.
(Oh! the [B] irony of it)."

THE COCAINE AND MORPHINE CASE.

SPEECHES FOR PROSECUTION AND DEFENCE.

JUDGMENT TO BE DELIVERED TO-DAY.

The hearing was resumed yesterday afternoon before Mr. Orme at the Magistracy of the case in which George Leopold Duncan, of Messrs. MacEwen, Frickel & Co., stands charged with being in unlawful possession of 188lbs. of morphine and 519 ounces of cocaine on the 23rd August.

Mr. P. M. Hodgson (Crown Solicitor) prosecuted, and Mr. P. W. Goldring defended.

Mr. Goldring, in his address for the defence, said the defendant was a partner in a firm of 70 years' standing, and that firm had held licences for all sorts and descriptions of goods, and, up to the present date, there had never been any suggestion or any charge against them of any kind whatever. In fact he thought he might say they had an unblemished record. He pointed that out to his Worship because he wanted to emphasise how extremely unlikely it was that Mr. Duncan would jeopardise their long record by any illicit dealing. The question of the facts was really whether his Worship believed that Mr. Duncan was or was not the victim of certain Chinese connected with his Canton compradore, and whether his Worship believed the evidence of the office "boy," who practically admitted himself guilty of a gross breach of duty towards his employers, and who admitted that in fact he was a very bad "boy" indeed. Of all the witnesses, it seemed to him (Mr. Goldring) that witness, with the exception, of course, of Mr. Duncan and the witnesses for the Crown, was the best. He was subjected to a very rigid cross-examination, and he was in a very awkward position, but there was no hesitation whatever in his evidence. Reviewing the evidence, Mr. Goldring said the Crown had proved the presence on the premises of Messrs. MacEwen, Frickel & Company of a number of cases, alleged to contain sardines, but which on investigation were found to contain morphine and cocaine. If the case which he adduced for the defence satisfied his Worship that Mr. Duncan knew absolutely nothing about these cases, and that it was all done behind his back, then he would, he hoped, satisfy him that the defendant was not liable under the Ordinance. The prosecution laid stress on the finding of so many photographic plates, similar to those found on the top of the cases, on Mr. Duncan's desk. There was more than one explanation of that. The first and most natural explanation was that he was at home last year and purchased a big consignment of these things because he was an enthusiastic photographer. Mr. Duncan had said in cross-examination that he did not use so many plates in the summer as he did in the winter, and therefore, he submitted, it would not be at all extraordinary for a large quantity of these plates to be put near Mr. Duncan's private desk. Then came the explanation as to how the plates found their way into the packing cases. It was not in evidence, and so he could not put it any higher than this: That it was extremely probable that when the coolies were looking for something to fit in on the top of the cases, there being no straw or anything of that sort in the strong-room, they took the first thing they could find. He contended that these people were acting entirely behind Mr. Duncan's back, and were quite possibly actuated by personal malice against him. On the question of the keys, he asked his Worship to take the office boy's explanation, namely, that he had his four keys on his ring on the Thursday night, and that on the Friday night Leung Kum Tong and his associates, in their hurry, took the keys away with them and forgot to give them back. There was a certain amount of discrepancy in the evidence of the prosecution as to what happened on the Saturday morning, and he thought it showed that Mr. Wilden's recollection of what took place was not exactly clear. Dealing with Mr. Duncan's statement to the effect that in the meantime he would have to accept responsibility, he submitted that that could not be taken to be a plea or confession. He would also point out to his Worship that from 7 till 9 o'clock were the hours chosen for this packing—the very hours when Mr. Duncan was not there, and it seemed to him to be perfectly consistent with the whole of the story for the defence, namely, that this was a put-up matter by the Canton Chinese to make use of Mr. Duncan's office. The next point in the evidence for the prosecution which told in the favour of the defence was the fact there was absolutely no attempt on the part of Mr. Duncan to delay or obstruct the search on the Saturday morning. Was it conceivable that after a case of cocaine had previously been traced to Mr. Duncan's office that Mr. Duncan would ever have consented or agreed to anything of the kind? Dealing with the evidence for the defence, Mr. Goldring said his Worship had seen Mr. Duncan in the box, and although he was subjected to a very hard and rigid cross-examination he was not shaken at all. He gave a perfectly straightforward statement of his movements during the period concerned in the case. There was not a single point in the evidence for the defence which did not agree—it was absolutely consistent throughout. He put it to his Worship that it was not only credible—it was eminently reasonable. He had called the manager of the Hamburg-Amerika Line, who said that the cases were consigned to the Po Hang Company, of Canton, and that a man called Leung Kum Tong signed for them. That evidence was absolutely incontrovertible, and there could not be, he submitted, the slightest doubt in the mind of his Worship that this Company had these cases consigned to them through Leung Kum Tong—possibly through the Canton compradore. Leung Kum Tong was, unfortunately, gone. He was one of the witnesses he (Mr. Goldring) had hoped to call, together with another man, who had also disappeared, and he might say that this had considerably tied his hands in this case. The next witness he called was the Hongkong compradore, and he thought his Worship would be satisfied that he knew absolutely nothing about the matter. The Canton compradore was next called, and he suffered from a most unfortunate impediment in his speech, and there was no question about the fact that he was very, very nervous. He wanted his Worship to take these things into consideration. Whether his Worship thought or not that he was in complicity with Leung Kum Tong had nothing whatever to do with Mr. Duncan. Personally, he would ask his Worship to find that he was not in collusion. He might have suspected, but he did not know. He submitted that on all the evidence his Worship could not possibly find that Mr. Duncan knew anything about it; secondly, that his Worship could not find that what was done was done by any person in the employ of Messrs. MacEwen, Frickel & Company, in the course of their employment; and, thirdly, he would ask the Magistrate to take the evidence for the defence and to find that in this particular case Mr. Duncan had been the victim of these Chinese. It seemed to him that Leung Kum Tong was the person who should have stood in the place of Mr. Duncan. On the evidence before him, his Worship must find that these cases were delivered after office hours. He wished to lay considerable stress on that point.

Mr. Goldring then dealt with the law in its relation to the case, quoting from Bowstead on "Agency," in regard to the liability of masters for the acts of their servants and agents, and Lord Halsbury, Vol. 1. and XX., to the effect that except in cases of nuisance and in cases where liability was attached by Statute to the master, the master was not criminally liable for the acts of his servants or agents. Mr. Goldring said there were a number of cases which he had carefully and religiously gone through, and it seemed to him that there was only one which could possibly be used as an authority in the present case, namely, the case of the Attorney-General *v.* Sidden, reported in Law Journal, IX. The Lord Chief Baron held in that case that whatever a servant did in the hours of his employ must be taken to be the acts of a master, but he went on to say that the revenue laws would not be sufficient, and would not hold the master liable for every act. Baron Bailey said that if it was within the scope of his probable authority the master was liable, but the probable authority must be considered to be given by the master to the servant for the carrying on of the business of the former. That was to say, said Mr. Goldring, that in this present case, his Worship had to say, if he convicted, that the office boy, or Leung, as the case might be, had the authority of Mr. Duncan to repack and store cocaine on the premises. He thought that unless his Worship held that they were acting within the scope of their employment he could not find Mr. Duncan guilty of this offence. He therefore asked his Worship to discharge the defendant.

The Crown Solicitor, in reply, said that before he dealt with the facts of the case, he would meet his friend's points of law. The question of "master" did not come into this case at all. They were not trying there in that Court an offence of a servant bringing cases illegally into an office. What they were trying was an offence under the Statutes of this Colony of being in possession of certain goods, "having in your custody, possession, or power certain goods." The moment those cases entered the office of Messrs. MacEwen, Frickel & Company the offence was committed, and the servant, or whoever the person involved might have been, ceased to be liable in any shape or form under the Statute.

Mr. Goldring—There are no provisions to that effect, of course.

The Crown Solicitor said that quite apart from the question as to whether it was known that they were illicit goods or not, he submitted that he was equally liable under that Ordinance, which he admitted was somewhat drastic—but necessarily so in this Colony—and he had authorities which clearly supported that view. Mr. Hodgson then referred his Worship to Craies on Statute Law and said similar cases of this character were dealt with under the heading "The Effect of Penal Statutes." The Statute in the Colony was a Penal Statute. Mr. Hodgson also quoted authority on the question of *mens rea*, and referred his Worship to a recent judgment by Mr. F. A. Hazeland, the First Magistrate, in a case of possession of cocaine, in which a Chinese was charged with being in possession of 1,000 ounces of cocaine. He pleaded not guilty, and Mr. Hazeland found that these goods were in defendant's possession, although he had no knowledge at all that the boxes contained cocaine.

Mr. Goldring pointed out that his Worship was not bound by a decision of another Magistrate.

The Crown Solicitor said he admitted that, but it was a case which would assist his Worship. The question of *mens rea* did not affect the matter as far as the conviction was concerned, but it did affect the question of penalty. In this case, in view of the drastic nature of the Ordinance, Mr. Hazeland inflicted a fine of $500. His Worship was not bound by that case, of course, but it was a very interesting judgment, and he would ask his Worship to read it.

Dealing with the facts of the case, the Crown Solicitor said he was there on behalf of the Crown, and it was certainly no part of his duty to press for a conviction against a man unfairly or unduly in any case. But he felt that in this case he must ask on the facts for the conviction of the defendant. The onus was upon the defendant to satisfy his Worship that he was in possession of this stuff innocently. The story the defence put forward was, he considered, one of the most remarkable that he had ever heard in that Court. It was remarkable because of its simplicity, it was remarkable for the concidences, and it was also remarkable because the persons whom the defendant would hold liable for this stuff were practically strangers. Their acts in this matter were very peculiar. They came to the office of Messrs. MacEwen, Frickel & Company with these cases—a large number of cases, not one or two—and they saw the Canton compradore, not the Hongkong compradore. They put the cases in the office. They knew nobody else in that office knew anything about them except the Canton compradore, according to their own story. They then got the assistance of the office boy, and carried out for two days—almost—dealings in this pernicious drug, with which they knew they must not be caught with. They even considered the matter so important that they bribed the office boy with $250, which was an enormous sum for an office boy earning $12 or $15 a month. There was a certain amount of packing in the strong-room; they looked up the strong-room, and returned the key to the office boy. There was no evidence that they had ever seen the office boy before they bribed him.

His Worship pointed out that Leung Kum-Tong had seen him once before.

The Crown Solicitor agreed, but said that Leung had only seen him in the office, and did not know that he was a man he could trust.

Mr. Hodgson recapitulated at length the movements of the men as alleged in the story for the defence, and said that if the men wanted to take the key of the strong-room away they would have taken it away on the Thursday night, instead of the Friday. If they attached any importance to their stuff they would not leave it to the mercy of the office boy. His submission was that there never was a second key and that the compradore had the only key. The Canton compradore gave an extraordinary story of how he allowed some friends of his to put these goods in the office of Messrs. MacEwen, Frickel, & Company without mentioning the fact to either Mr. Duncan, or the Hongkong compradore, or anybody else except the office boy. One would have thought that at least he would have told the Hongkong compradore or someone in authority in the office that he had certain things in the office which he wished to send to Canton in a few days. It was true he went to Canton that night, but he might have arranged to report the matter to somebody in authority in the office. The office boy also gave a remarkable story of how he let these men into the office and then into the strong-room, and then went away and took no more notice. That was so like a Chinaman! He was paid $50 and promised another $200 to let these men into the strong-room, and then went away as if not interested in the matter at all! Another peculiar thing was in regard to the morphine tins. There were eight cases in the passage, five containing 4lbs., one 7lbs., and two other cases were half empty, and had been opened in the passage. They formed part of this consignment. It meant that these cases had been dealt with in the passage, and obviously not in the strong-room. The morphine tins were found in the strong-room. There should have been 68, but there were 96. He could not account for this. Several witnesses said there must have been a third shipment, but it was certain they did not come under the shipment under the two bills of lading produced in Court. There had been some stress laid on the fact that these things were brought into the office and repacked between the hours of seven and nine. He saw nothing curious about that, and he thought that it was most natural and most probable that these cases should be dealt with in the dark. The photographic plates provided another curious element in the case. He defied Mr. Duncan to deal with all those plates which he had in the office himself under a very long term of years. In conclusion, Mr. Hodgson described the story of the defence as a most extraordinary and a most improbable one.

His Worship said he would like to consider the points of law and also the facts in the case.

The case was remanded till to-day at 11 o'clock.

OPIUM CROPS IN CHINA.

A GREAT HARVEST IN YUNNAN.

A correspondent of the *N.-C. Daily News* writes from Chaotung as follows:—

A great harvest of opium was finally gathered in many districts of Kueichow and Yunnan. In some cases the poppy grew to six feet high, and the gatherers of the juice were quite hidden from the sight of passers-by. Spasmodic attempts were made to root up the crops by agents of the officials, but in many cases a payment of money secured immunity. Some of the officials are reported to have made great sums of money by their opium-destroying campaign. Unless there is a great change in the policy of some of these rulers of the people, another crop of opium will be sown this year. Large numbers of buyers came up from the neighbouring province of Szechuan and carried with them on their return great quantities of the drug.

OPIUM IN KUEICHOW.

Another correspondent writing from Tsingchenhsien, Kweichow province, tells a similar story. He says:—Opium traffic is under less restrictions in these small cities than it is in Kueiyang. A very considerable business is still profitably carried on. Some district headmen have been "making hay" in consequence of the orders to root up the opium. One wealthy landowner and headman in this district who was involved in a lawsuit last year, when he spent some Tls. 3,000 in bribes, etc., has this year recouped himself by receiving large presents of opium, fully equal in value to the Tls. 3,000 lost last year, from farmers whose opium was allowed to be harvested, he reporting to the authorities that it had been rooted up!

TRIPLE TRAGEDY IN SHANGHAI.

Mr. W. R. Strickland held a Coroner's inquest at Shanghai last week on the bodies of three Indian victims of a triple shooting tragedy with occurred on Saturday night and in the early hours of Sunday morning in an alleyway running between North Szechuen Road Extension and Woosung Road Extension. The deceased were Malla Singh and Futtu, watchmen, and Varian Singh, a Sikh police constable in the employ of the Municipal Council. The Coroner found that the latter shot the two first-named, and afterwards committed suicide.

CONSULAR ADVICE TO HOME MERCHANTS.

The *Board of Trade Journal*, quoting from a report by the British Pro-Consul at Canton (Mr. D. B. Walker) on the trade of that district in 1912, which will shortly be issued, says:—"Speaking generally, the prospects for the import trade into China are good, although there will be no sudden and phenomenal increase. United Kingdom merchants should bear in mind that, commercially, the revolution has so far affected only the treaty ports, where the Chinese populations are in close touch with Western methods and ideas, and much remains to be done before the interior responds to the call of European civilization. Direct dealing with Chinese firms—a practice which would seem to be on the increase—is strongly to be discouraged."

CHOLERA ON THE O.S.K. "CANADA MARU."

CURIOUS STORY FROM NAGASAKI.

The O.S.K. str. *Canada Maru*, which arrived at Nagasaki on Friday afternoon (August 29th) from Hongkong, *viâ* Keelung and Shanghai, brought three persons who were suffering from cholera, but the fact was not known until after the vessel had sailed for Kobe, the following morning. On arrival, says the *Nagasaki Press*, the usual inspection by the officials of the Megami Quarantine Station took place. A first-class passenger, who is a sister of the late Dr. Sasamori, had been unwell on the voyage and was treated by the ship's doctor; the latter, however, regarded the illness as resulting from a trivial derangement of the digestive organs, and the ship was declared free of disease, entered the port, and left for Kobe according to schedule.

The lady landed and visited her relatives at Higashi-yama, and on Saturday morning consulted a doctor, who suspected cholera and reported to the authorities accordingly, with the result that she was taken to the isolation hospital at Takenokubo and the house was ordered to be isolated and disinfected.

Two members of the crew of the *Canada Maru* landed on Friday evening and consulted a doctor, who thought they were suffering from a disease resembling cholera. One, an engineer, immediately went to the Prefectural Hospital at Urakami for treatment and was transferred to the isolation hospital. The other, an apprentice, left the doctor's house and was believed to have returned to the ship and gone on to Kobe in her. On Saturday, after the ship had sailed, the local authorities telegraphed to Kobe, and when the *Canada Maru* arrived there on Sunday evening she was detained at the quarantine station. It was then found that the apprentice had not returned to the ship. Inquiries were made, and it was found that he spent Friday night in Nagasaki and early the next morning left for his home in Saga.

Both the lady and the engineer have been found to be suffering from genuine cholera, but fortunately they are making good progress towards recovery.

The incident has naturally given the local authorities considerable trouble, as all the persons who had to do with the steamer while she was in port have had to be traced and disinfection measures carried out. Several houses have been isolated.

It is expected that the officials of the quarantine station and the captain of the steamer will be subject to official inquiry to determine their responsibility for the affair.

The departure of the *Canada Maru* was postponed from the 2nd to the 8th.

FOREIGN TELEGRAPH RATES TO JAPAN.

NEW JAPANESE CABLE TO SHANGHAI.

Mr. Motoda, Minister of Communications, who passed Osaka on the 1st instant on his way from a tour in Kyushu to Tokyo, is quoted by the *Mainichi* as follows on the reduction of telegraph charges:—"I am surprised to see that the public takes so little notice of the reduction in foreign telegraph charges, which came into force on the 1st instant. The Great Northern and the Eastern Telegraph companies had been monopolising the greater part of the telegraph services in the Far East, and had been maintaining very high rates, but nothing could be done to compel such powerful companies to reduce their charges. Last year the contract for the Nagasaki-Shanghai service expired, on which the Japanese Government entered upon negotiations for a reduction of the rates, and succeeded in obtaining a reduced scale, besides an acknowledgement of its right to lay submarine cables between these two places without paying the Great Northern Company any compensation. This will save the Japanese Government about 400,000 yen in telegraph charges, and the amount saved to the general public will be about 2,000,000 yen. The laying of a submarine cable between Nagasaki and Shanghai will cost the Government about 1,400,000 yen. The work requires immediate attention, and will be taken in hand before the opening of the Diet. It is expected that it will be completed in a year and a half."

If the Diet opposes this scheme, Mr. Motoda says he will resign office.—*Japan Chronicle.*

INTIMATIONS

HEADS QUITE BALD WITH RINGWORM

Spread Until Eldest Boy's Head Was Covered with Ugly Patches. Then Younger Boy Had It. Used Cuticura Soap and Ointment. Today Have Splendid Heads of Hair.

Queen St., Gillingham, Dorset, Eng.—"Last summer my eldest boy caught ringworm at school and I treated it as the head mistress advised, but it quickly spread until his head was quite covered with ugly patches.



"Then I found to my horror that the younger boy had it also. They were away from school many months and suffered a great deal and were very restless at night owing to the itching. Their heads were now quite bald and their scalps a thick mass of scurf.

"I then sent for a sample of Cuticura Soap and Ointment and after using it for two days the scurf began to soften, and after daily washing and using Cuticura Ointment now hair began to appear and to-day they both have splendid heads of hair. I intend using Cuticura Ointment as a dressing, as I feel sure it will prevent a return of this most dreaded disease." (Signed) Mrs. A. Walters, May 3, 1912.

Cuticura Soap and Ointment sold throughout the world. A sample of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney, N. S. W.; Lennon, Ltd., Cape Town; Potter Drug & Chem. Corp., Boston, U. S. A.

☞Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-16

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS).

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From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

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NEW ADVERTISEMENTS

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR EUROPE
(via usual Ports of Call).

THE I.G.M. Steamship

"LUETZOW,"

Captain H. Texter, will leave for the above places on THURSDAY, the 18th inst., at 10 A.M.

For further particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 16th September, 1913. [4

FROM PORTLAND (OR.) AND PUGET SOUND PORTS.

THE H.A.L. Steamship

"C. FERD. LAEISZ,"

Captain Geissel, having arrived, Consignees are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on 18th inst., at NOON, will be landed at Consignee's risk and expense and delivery must then be taken from the Hongkong and Kowloon Wharf & Godown Co's. Godowns.

Cargo remaining undelivered on 24th inst., at NOON, will, in addition to landing charges, be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo to be left on board or in the Godown; the examination of same to be held on 23rd inst., at 10 A.M.

Claims must be accompanied by short delivery notes or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of H.A.L.

All Claims must be filed on or before the 30th inst., otherwise they will not be recognised.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 15th September, 1913. [1079

HONGKONG CLUB.

NOTICE.

THE TWENTY-FOURTH HALF-YEARLY DRAWING of 65 DEBENTURES (1896 issue) of the HONGKONG CLUB, Payable on TUESDAY, the 30th September, 1913, will be held in the CLUB HOUSE at 11 o'clock A.M. on FRIDAY, the 19th September, 1913.

Bearers of Debentures are invited to attend the Drawing.

By Order,
JAMES CRAIK.
Secretary.
Hongkong, 9th September, 1913. [1050

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS FOR THE 1914 MEETING.

MEMBERS desirous of Subscribing are requested to send their Names to the Undersigned as soon as possible. Lists will be found at the HONGKONG CLUB and at the JOCKEY CLUB'S OFFICE.

H. P. WHITE.
Acting Clerk of the Course.
Hongkong, 9th September, 1913. [1060

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to $2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.
Hongkong, 9th August, 1913. [958

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 36 and 38, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer.
Cheapest Store in the Colony.
An Early Visit Earnestly Solicited.
D. CHELLARAM.
Hongkong, 26th July, 1913. [907

MASSAGE.

SKILFUL, Safety in the General or Electric,

MISS MORITA,
Care of NOMURA HOTEL,
15, 16 and 17, Connaught Road,
Opposite Blake Pier.
Hongkong, 8th May, 1913. [552

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE.

SHARE CERTIFICATE No. 6008 for TWENTY-FIVE (25) SHARES numbered 77727 to 77751 inclusive fully paid-up, standing in the Register in the name of JEROME PRAGER of Manila, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Offices of the Company, Alexandra Buildings, Des Vœux Road Central, Hongkong, on or before the 23rd September, 1913, New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 23rd August, 1913. [1001

CANTON INSURANCE OFFICE, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATE with respect to 5 Shares numbered 4799/4803 in the above Office standing in the name of AMDENG SAI (deceased), of Bangkok, has been LOST, and should the same not be produced before the 27th instant, a new Scrip Certificate will be issued in favour of the said AMDENG SAI (deceased), and no transaction taking place under the old Scrip Certificate will be recognised by the Office.

p. pro. JARDINE, MATHESON & Co., LTD.,
T. S. FORREST,
General Agents.
Hongkong, 12th September, 1913. [1076

INTIMATIONS

JUST UNPACKED.

GUIPURE LACE (all over piece)—White, Cream and Black.

NET LACE (all over piece)—White, Cream and Black.

VEILING—Black, Light, Middle and Dark Brown, Navy and Grey.

SILK GLOVES—Long and very long for Evening Wear.

HOOSAIN-ALI & Co.,
1c, D'AGUILAR STREET.
Hongkong, 16th September, 1913. [45

FOR THE SUMMER MONTHS
SPECIALITIES
CORNED OX TONGUES,
CORNED BEEF,
CORNED PORK,
PRESSED BEEF,
GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE
DAIRY FARM Co., LTD.
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GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).
Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received
FRESH SUPPLY OF VEGETABLE SEEDS.
1842

TO LET

TO LET

NO. 104A, THE PEAK, from 1st November, 1913, Partly Furnished.

Apply—
S. J. DAVID & Co.,
Prince's Building.
Hongkong, 9th September, 1913. [1051

TO LET.
(From 1st July, 1913.)

NO. 2, MOUNTAIN VIEW, THE PEAK.

Apply—
LINSTEAD & DAVIS.
Hongkong, 10th June, 1913. [780

TO LET.

NO. 116, PEAK, "LEWKNOR," Furnished or Unfurnished, 5 ROOMS.

"ROGATE," Austin Road, Kowloon, from 1st October.

MERION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913.) No. 1, GOUGH HILL, No. 103, PEAK. BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

To Let or For Sale. "GLENSHIEL," No 124, Barker Road, Peak, 5 ROOMS.

For Sale. "LADBROOKE," No. 9, Conduit Road. Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154.

Apply to—LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [64

INTIMATIONS

LANE, CRAWFORD & Co.

PIANO DEPARTMENT

SPECIAL OFFER FOR TWO WEEKS ONLY

OF THE WHOLE OF OUR STOCK OF

MAGNIFICENT NEW PIANOS

BY BROADWOOD, DORNER, COLLARD, CHALLEN, ETC.,

AT ENORMOUS REDUCTIONS

FOR CASH ONLY.

MUSICAL INSTRUMENTS, VIOLINS, BANJOS, MANDOLINES
BRASS INSTRUMENTS AT
HALF-PRICE.

A few of the Bargains are mentioned below:—

PIANOS	USUAL PRICE	SALE PRICE
Ebonized Solid Mahogany by Challen & Son	$ 575	$ 475
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VOCAL SCORES:—USUAL PRICE $4.50, SALE PRICE $1.00 EACH.
SHEET MUSIC:—SONGS, WALTZES, ETC., USUAL PRICE $1, SALE PRICE 50 CENTS EACH.
SOILED SHEET MUSIC 20 CENTS PER COPY, 6 FOR $1.00.

The above Department will shortly be transferred to Mr. WM. ANDERSON, our Piano Manager, who will carry on the Business at New Premises.

LANE, CRAWFORD & CO.

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TYPEWRITER.

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and Accountants.

Special Monthly Terms if desired.

MACEWEN, FRICKEL & Co.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA,
4, DES VŒUX ROAD, HONGKONG. SHAMEEN, CANTON.
1st May, 1913. [392-1

THE MEDICAL HALL,

TELEPHONE No. 1001.

THE Undersigned beg to notify the Public that they have taken over the Business known as THE MEDICAL HALL, ICE HOUSE STREET, opposite KING EDWARD HOTEL, from the 1st September, 1913.

A. KUBY AND W. KORNATZ,
Pharmaceutical Chemists.
Hongkong, 15th September, 1913. [1077

TO LET

TO LET.

SHOP, No. 12, Queen's Road Central.

No. 9, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.

Apply to—
M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [722

TO LET.

MODERN THREE-ROOMED FLATS with every convenience, Humphreys Buildings, Cornwall Avenue, Kowloon.

No. 2, MINDEN VILLAS, Mody Road, Kowloon, Five Rooms, Tennis Court.

FOUR-ROOMED HOUSES in Cameron Terrace, Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 12th August, 1913. [964

TO LET OR FOR SALE.

GODOWNS at 98, 98A, 99 and 99A, Praya East.

Apply to—
HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions.
Hongkong, 4th September, 1913. [1035

TO LET.

"RANFURLY," No. 11, Conduit Road.

GODOWNS, 94, Wanchai Road, 102, Praya East.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
Hongkong, 1st September, 1913. [65

TO LET.

OFFICE in ALEXANDRA BUILDINGS.

Apply—
A. S. WATSON & Co., LTD.
Hongkong, 22nd August, 1913. [995

TO LET.

NO. 149, "MAGAZINE GAP," PEAK, from 1st October.

HOUSES in "TORRES BUILDINGS," Kimberley Road, Kowloon.

Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 15th September, 1913. [1012

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8, DES VŒUX ROAD.

Interest allowed on Current Account Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [636

INTERNATIONAL BANKING CORPORATION.

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BRANCHES:—

Bombay	Kobe
Calcutta	Manila
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Colon	Peking
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DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.
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THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
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PURCHASE and SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed
GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 2nd November, 1912. [28

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$15,000,000
RESERVE FUNDS:—	
STERLING	
£1,500,000 at 2/-	$15,000,000
SILVER	$17,450,000
	$32,450,000
RESERVE LIABILITY OF PROP'TORS	$15,000,000

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MANAGER:
Shanghai—A. G. STEPHEN.

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For 6 months, 3½ per cent. per Annum
For 12 months, 4 per cent per Annum
N. J. STABB,
Chief Manager.
Hongkong, 16th August, 1913. [18

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL Yen 48,000,000
PAID-UP CAPITAL Yen 30,000,000
RESERVE FUND Yen 18,200,000

HEAD OFFICE—YOKOHAMA.
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Calcutta	London	San Francisco
Bombay	Los Angeles	Shanghai
Changchun	Lyons	Tiehling
Dairen (Dalny	Nagasaki	Tientsin
Fengtion(Mukden)	Newchwang	Toky.
Hankow	New York	
Harbin	Osaka	
Honolulu	Peking	
Kobe		

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rate to be obtained on application.
EISHI ONO,
Manager.
Hongkong, 31st March, 1913. [464

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,500,000
Subscribed "	1,125,000
Paid-up "	562,500
Reserve Fund	415,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 14th July, 1913. [878

BANKS

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital .. Fl. 17,407,000 (£1,450,583)
Reserve Fund Fl. 6,618,000 (£548,166)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

THE BANK transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 13th August, 1913 [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL	£1,200,000
RESERVE FUND	£1,700,000
RESERVE LIABILITY OF PROPRIETORS	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [153

ON SALE
AT THE
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PLANS OF THE SI-KIANG
OR
WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST,

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE $3.50

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The Wine Merchants of the East

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"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER 150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [74

SHIPPING IN PORT.

STEAMERS.

ATAKA MARU, Japanese str., 1,905, Naguchi, 9th September—Chingwantao 2nd September, Coal. — Osaka Shosen Kaisha.

BANRI MARU, Japanese str., 2,369, J. Mase, 11th September — Sourabaya 1st September, Sugar. — Mitsui Bussan Kaisha.

BELGRAVIA, German str., 4,242, Girstenbran, 13th September—Shanghai 10th September, General. — Hamburg-Amerika Linie.

BENARTY, British str., 2,516, W. Hastie, 12th September — Singapore 6th September, General.—Gibb, Livingston & Co.

BUSHU MARU, Japanese str., 1,968, R. Ito, 12th September—Moji 6th September, Coal.—Gilman & Co.

COQUET, British str., 2,956, Sutherland, 12th September—Miike 6th September, Coal.—Mitsui Bussan Kaisha.

DAGNY, Norwegian str., 882, P. Selvesen, 8th September—Saigon 3rd September, Rice.—Jebsen & Co

ELSBETH, German str., 991, Berg, 11th September—Newport 24th July, Coal. —Order.

FUKUI MARU, Japanese str., 3,087, H. Tominaka, 9th September—Moji 3rd September, Coal. — Mitsui Bussan Kaisha.

GOZAN MARU, Japanese str., 2,560, M. Tanaka, 14th September—Port Arthur 7th September, Coal.—Order.

GREGORY APCAR, British str., 2,961, J. E. Drake, 11th September—Moji 7th September, General.—David Sassoon & Co.

HALVARD, Norwegian str., 1,066, C. Anderson, 13th September—Java Ports 2nd Sept., Sugar—Java-China-Japan Lijn.

HANGCHOW, British str., 999, Owen, 7th September—Manila 3rd September, Ballast.—Butterfield & Swire.

HONGKONG MARU, Japanese str., 3,462, S. Togo, 9th September—San Francisco 12th August, General.—Toyo Kisen Kaisha.

KANAKUK, British str., 2,593, Beynon, 4th September—Haiphong 3rd September, Ballast.—Standard Oil Co.

KJELD, Norwegian str., 210, F. Hellese, 13th September—Saigon 7th September, Rice —Kum Sang & Co.

KOREA, American str., 5,651, A. W. Nelson, 13th September—San Francisco 12th August, Mails and General. —Pacific Mail S.S. Co.

KOTOHIRA MARU, Japanese str., 2,268, J. Yamanaka, 12th September—Newchwang 3rd September, Coal.—Chinese.

LANDRAT SCHEIFF, German str., 1,612, A. Struve, 10th September—Saigon 5th September, Rice.—Siemssen & Co.

MAUSANG, British str., 1,414, G. H. Alcock, 8th September — Sandakan 2nd September, Timber.—Jardine, Matheson & Co.

PHEUMPENH, British str., 1,065, ——, 9th September—Saigon 4th September, General.—Chinese.

RHESUS, British str., 6,704, A. G. R. Paddle, 13th September—Yokohama 2nd September, General.—Butterfield & Swire.

SADO MARU, Japanese str., 3,860, Asakawa, 12th September—Shanghai 9th September, General.—Nippon Yusen Kaisha.

SCOTTISH MONARCH, British str., 3,267, W. H. Patterson, 12th September—New York 9th July, Oil.—Standard Oil Co.

SHINKAI MARU, Japanese str., 3,814, Y. Murase, 8th September—Nagasaki 2nd September, Coal.—Mitsui Bussan Kaisha.

SHINYO MARU, Japanese str., 7,226, H. S. Smith, 12th September—San Francisco 16th August, General.—Toyo Kisen Kaisha.

SUNGKIANG, British str., 1,000, Robinson, 11th September—Saigon 6th September, Rice.—Butterfield & Swire.

TAISHUN, Chinese str., 1,216, R. G. Paramore, 13th September—Shanghai 7th September, General.—Chinese.

TEAN, British str., 1,351, Sidford, 12th September — Manila 9th September, General.—Butterfield & Swire.

ULY, Norwegian str., 885, J. Pedersen, 7th September—Bangkok 30th August, Rice.—Order.

UNKAI MARU, Japanese str., 2,275, Tanaka, 9th September—Moji 3rd September, Coal.—Mitsui Bussan Kaisha.

WAISHING, British str., 1,170, G. S. Holmwood, 10th September—Swatow 12th September, Ballast.—Jardine, Matheson & Co.

WINGSANG, British str., 1,748, Lishman, 13th September—Hongay 10th September, Coal.—Jardine, Matheson & Co.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, August 20th.

THE RECENT DISTURBANCE IN CHINA.

Most of the London papers have refrained from any very partial comment on events in China, but I believe I am right in stating that the general view of the public, which is more interested than might be supposed, is that the reformers of the South are not very practical and that nothing much can come out of the Republic till a stable Central Government is established, able to impose its will on the whole of the country. The *Daily News* passes some criticisms on Yuan Shih-kai, and the Peking correspondent of the *Daily Telegraph* seasons his despatches with some impartial warnings as to the outcome of the struggle; but most of the papers are content with the inspired messages from Peking that suggest that the troops of the North are having it much their own way. A champion of Dr. Sun Yat-sen has, however, risen in Mr. George Rowntree, of Scarborough, a member of the well-known cocoa firm, who writes:—"If the report is correct that the President of the Chinese Republic is asking for the surrender of Dr. Sun Yat-sen by the Japanese, it is a more serious matter than the insurrection has been. If correct, it is Yuan Shih-kai showing his hand as against the wishes of the elected representatives of the people. With regard to the cause or the merits of the insurrection I say nothing. It is for the personality of Dr. Sun Yat-sen, who is often dismissed in our newspapers with the one word 'rebel,' that I plead. The worst that his opponents says of him in China is that he is a visionary. All parties, Chinese and foreigners alike, acknowledge him to be a sincere, earnest, honest man, one who is spending his life for the welfare of his fellow-country. In West China, 2,000 miles away from Shanghai and 3,000 from Canton, Dr. Sun is the man of all others who is beloved by the people; it is to him they look with gratitude for having freed the country from the old *régime*, and to him they look for reforms in the future. His portrait may be seen in many a Chinese home now, just as Gladstone's was years ago in many a home over the British Isles. It is to be hoped that Japan will regard Dr. Sun as a political refugee, and will guarantee his personal safety as long as he continues a peaceful citizen in their country."

"ANSWERS TO THE PRAYER FOR CHINA."

Although General Chang, the special commissioner who came over from China to induce the British Government to remove the stocks of opium from the treaty ports, has returned disappointed with his non-success, his countryman, Dr. Wu Lien-teh, who has been attending the International Medical Congress, has left a message of greater optimism. The doctor, who has been a notable figure among the world's delegates, thanks the British Press and people for the response to the President's appeal for united prayer on behalf of China on April 27th. He adds:—"I am a medical man, and therefore take no part in politics. Nevertheless, may I point out that the results of that prayer have not been long in coming. On May 7th the interesting debate on opium took place in the House of Commons, in which his Majesty's Government agreed to release China from further importation of Indian opium. About the same time also the Reorganisation Loan was settled, which enabled our Government to carry on their work."

PLAGUE IN MANCHURIA.

Commenting on the Medical Congress the *Pall Mall Gazette* said editorially:—"Among the many papers read at the recent Medical Congress, that of Dr. Wu Lien-teh, on the origin of the outburst of pneumonic plague in Manchuria, received less attention than it deserved. Dr. Wu, as a result of careful investigations, denied that the epidemic was due to marmots. He found some indications that marmots are susceptible to plague, and occasionally infected, but the real outcome of his inquiries was that plague apparently exists in an almost endemic form in certain parts of Siberia and the territories south thereof. Sometimes the Siberian plague is bubonic, and sometimes pneumonic, and it was a form of pneumonic plague which flared up and was carried westward to Manchuria in 1900. Dr. Wu's researches seem convincing, and it is evident that plague is more widespread in endemic forms than was once supposed."

VISITORS TO LONDON.

I do not know that I have ever seen so many foreign visitors in London as this summer. Particularly numerous are the Germans. I am told by the manager of one of the principal hotels that the best customer of all is the prosperous German. He denies himself nothing. He drinks the finest champagne and the most expensive hocks, he smokes the choicest cigars, and he orders the most lavish dinners. Money seems to be no object to him. The German does his London well, and has also acquired the Riviera habit. There was a time when British visitors had the South of France practically to themselves, but now Germans are to be seen everywhere. This surely points to the growing prosperity of the German people. The Teuton is not extravagant by nature. When he is spending money freely it is a sure sign that he has no need to stint himself. The Isle of Wight this summer is having a particular invasion of these prosperous visitors.

A CHINESE CONFERENCE AT GENEVA.

It was a good idea of the Chinese diplomat who suggested that the Chinese representatives in European capitals should meet together during their summer vacation at Geneva. The place was mutually agreed upon as both convenient and attractive, and I am informed that the Ministers are by no means spending all their sunny hours hard at work. They are devoting a sufficient proportion of the day, however, to a consideration of China's foreign affairs, especially to the best means of consolidating their efforts so as to hasten the recognition of the Republic. It is likely also that the Peking Government will soon be needing more loans, and that side of the Republic's policy has also been under review. Both socially and diplomatically the move is a good one, for there is already a far clearer understanding of the situation as affected by their various duties in the different countries to which they are accredited. The Chinese Minister in London, Liu Luk Lin, was unable to attend.

THE VICE-REGAL COUNCIL OF INDIA.

I hear that when, at an early date, changes are made in the Vice-regal Council of India, at the request of the Viceroy, close attention will be paid to the experience of the new members not merely as regards commercial and financial matters, but as to the trend of events in China and Japan. The new members will have been in close touch with the Far East generally. The matter is believed to have been discussed when the Secretary of State for India was received in audience by the King this week.

MEMORIAL TO THE LATE ADMIRAL MAKAROFF.

Commenting on the unveiling of a monument at Kronstadt to the late Russian Admiral Makaroff, Mr. Fred T. Jane, the well-known naval writer, says: "He was a great man who has never received his due from Mahan and other historians and commentators on the Russo-Japanese war. Makaroff's actual

(Continued on Page 6.)

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NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"LIBERIA,"

Captain G. Schröder, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 16th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Norge" from Göteborg.
Ex s.s. "Frans" from Abus.
Ex s.s. "Jelo" from Drammen.
Ex s.s. "Halmstad" from Halmstad.
Ex s.s. "Norge" from Gothenburg.
Ex s.s. "Stahleck" from Setubal.
Ex s.s. "Germania" from Göteborg.
Ex s.s. "Schaumburg" from Havre.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 10th September, 1913. [1066

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE,"

Arrived Hongkong on 11th September, 1913.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Morea."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 11th September, 1913. [1

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "SHINYO MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on MONDAY, 15th inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 22nd inst. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 26th inst., at 10 A.M.

All Claims must be filed on or before 29th inst., otherwise they will not be recognised.

S. MORIMOTO,
Agent.
Hongkong, 12th September, 1913. [1074

NOTICES TO CONSIGNEES

THE "INDRA" LINE, LIMITED.

HSTENOTICE TO CONSIGNEES.

FROM NEW YORK.

teamship

"INDRANI,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed AT THEIR RISK into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 18th inst., at 6 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be let in the Godowns, where they will be examined on 18th inst., at 9.30 A.M. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 11th September, 1913. [1073

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"
FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th September, 1913. [1078

NOTICE TO CONSIGNEES.

P.M. S.S. "KOREA,"
FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from the Company's Godown at West Point. Cargo will be landed immediately on arrival of Steamer.

Cargo remaining undelivered on TUESDAY, the 16th inst., at 5 P.M., will incur landing charges.

Cargo remaining undelivered MONDAY, 22nd inst., at Noon, in addition to landing charges, will be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown SATURDAY, 20th inst., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 14th Oct., otherwise they will not be recognised.

R. C. MORTON,
Agent.
Hongkong, 4th September, 1913. [30

ON SALE.

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HOME AND CHINA AFFAIRS.

(*Continued from page 5.*)

performances at Port Arthur amounted to little save getting blown up in the *Petropavlovsk*, but the greatness of an admiral is not confined to the dry bones of strategy and tactics. His wonderful personality was his outstanding characteristic. When he arrived at Port Arthur his fleet was in hopeless despair and disorganisation. In a week or two he had galvanised it into fresh hope, and after death his influence so persisted that the battle of Round Island was touch and go. Had Makaroff lived, it would very possibly have been a Russian victory. His motto—though he did not put it into actual words—was, "Keep smiling." During the whole of his strenuous time at Port Arthur he was never once seen to frown or look depressed, and the name that the Russian Navy had for him was something equivalent to "the sun dispersing the mists."

POLITICIANS ON THE GOLF LINKS.

Judging by the number of prominent politicians on both sides of the House who just now are on the Scottish links, we might well regard ourselves as being ruled all the time by golfers. The Premier is playing as far north as he can get, apparently in the hope that the suffragettes will not get so far, while the irrepressible Chancellor of the Exchequer is mixing golf and oratory in Wales. The Liberals are going to make a big bid to recover North-West Manchester to the cause of Free Trade. That was the division won by Mr. Winston Churchill when the long Conservative administration was broken, but he lost it later on and then a bye-election was won by Sir John Randles, a staunch north country iron magnate with a firm faith in protection. To make Manchester the centre of the northern fight is to be the task of Sir John Simon, the Solicitor-General, who is to forsake a safer seat at Walthamstow. Sir John is a very magnetic personality and a fine talker, but he has a big battle before him in Manchester, for a whole host of the acts of the present Government apostles are contrary to the Manchester notion of political policy.

AVIATION.

The flight made by H. G. Hawker in one day from Southampton to Great Yarmouth in the first stage of the flight round Britain—about sixteen hundred miles in all—for the *Daily Mail* prize of £5,000, was a fine one, and averaged something like a mile a minute. It was hard luck that a touch of sun and eye strain made him hold up for the night, for he missed several hours more of excellent weather conditions, and next day when his deputy, Sydney Pickles, tried to start, the wind and sea had freshened so that the waterplane would not rise, and became waterlogged. So it seems likely that a fresh start will be made to-morrow or next day, and then the two competitors—the one who did not start the other day, McClean, as well as Hawker—will make a fresh start together. The idea is to demonstrate the quality of British-made engines, but the joke is that both competitors will have the same kind of engine, a third competitor having fallen out owing to his failure to arrange for another type of engine. The Frenchmen so far have the lead in engine manufacture for aeroplanes and waterplanes.

The tragic fate of Colonel Cody, who won through to official recognition after years of ridicule, has certainly stirred the national heart. Therefore it is gratifying to all to hear that the gold medal, the Aerial League's award for the best work in aeronautics done during the year, which had been awarded to the late daring aviator, is to be presented to Mrs. Cody. The workshops and their contents where the inventor was in the habit of conducting daily experiments, will be sold next week.

THE CINEMATOGRAPH.

That other modern feature of our urban life, the cinematograph, is still making fresh conquests. Not only are the soldiers using it to provide a moving target for rifle practice, but they are finding it a valuable asset to the equipment of the canteen. It is curious to learn that since the Italians have been in possession of Tripoli there has been such a demand for pictures and music that bands, an opera house and a cinema-theatre have had to be provided. I suppose the greatest film so far shown is "Quo Vadis," in which the martrydom of the early Christians and the burning of Rome are seen with remarkable effect. Its presentation at Whitstable the other night brought about a scene. One of the visitors was so overcome with emotion that he fainted and had to be taken out for medical attention. It transpired that he had recognised on the film, among the actors in a crowded scene, a brother who went to Italy twelve years ago and had not since been heard from. It is expected that a reunion will result from this strange discovery.

TROPICAL DISEASE.

The tropical and other diseases exhibited in the British section at Ghent Exhibition have drawn close interest from the members of the International Congress of Medicine who went over from London on a visit. The Exhibitions Branch of the Board of Trade was warmly congratulated by the medical men on the recognition given to this very important study, and the effective measures taken to demonstrate how diseases are spread. Among those who inspected the exhibits—which are really the result of the encouragement given to the research experts years ago by Mr. Chamberlain—were Sir William Leishmann, Sir David Bruce, and Professor Ehrlich, the latter the much lionised discoverer of the "606" treatment of the "hidden disease."

A GERMAN SHIPPING DISPUTE.

There is considerable fear here that the dispute between the two leading German shipping lines will involve British interests, as it has now led to a demand for the reorganisation of the North Atlantic Conference, including an alteration of the steerage percentages. Several meetings of the companies concerned have been held already, and every effort is being made to prevent a disruption of the "pool," the consequence of which would be far-reaching. On the East-Asiatic route, by way of Suez, German relations are also said to be strained, and the Hamburg and Bremen sailings are likely to initiate a rate war before long. Moreover, the agreement between the Norddeutscher Lloyd and a Siberian Company, the steamers of which are dispatched regularly from Continental and English ports, expires at the end of the year, and will not be renewed, so that the outlook for several shipping concerns on the other side of the North Sea is not very promising at present.

THE FREIGHT MARKET.

Messrs. Lamke & Rogge in their latest circular say:—

Since issue of our last Circular under date of 30th August, the general condition of the freight market has shown very little alteration. At the close, however, there are signs of a re-awakening of demand in the direction Bangkok to Hongkong, and as the amount of available tonnage is anything but in excess of requirements, it is most probable that under the influence of a renewed and continued enquiry from Saigon and Bangkok, rates will show an upward tendency.

The North reports that the Coast trade has been "dead" during the past fortnight due to the continuance of hostilities in the Yangtze Valley; however, as quite a considerable quantity of cargo will have to be lifted before the closing of the Northern ports for the winter season, rates in that direction should also soon improve.

SAIGON-HONGKONG.—Just before the local rice market declined—as reported in our last circular a fortnight ago—a very prompt boat was able to secure 22 cents, after which fixtures have taken place at between 18/20 cents option to Canton at 23 cents per picul. Although the latest arrivals of rice were sold out at advanced prices chartering has once more come to a standstill for the time being, owing to further heavy shipments from Saigon and Bangkok expected here shortly. Rice exports from Saigon during this season amount to total 752,608 tons as compared with 481,312 tons during the same period last year. Quotation stands for September/October shipment $6.99 per picul against $6.70 same period last year.

SAIGON-PHILIPPINES.—Chartering business during the fortnight has been limited to the settlement of one steamer for a part-cargo of 30,000 piculs at 28 cents to 1 port, 30 cents if to 2 ports discharge. Further tonnage is not wanted for the time being. Figures to hand give the import of rice into the Philippines in 1912 as 296,362 tons against about 200,000 tons in 1911 and 194,270 tons in 1910. As a larger area than usual was planted under rice and the crop turned out to be quite a good one, imports this year will no doubt show a large decrease as compared with last year.

SAIGON-JAPAN.—We understand that some mills are now busily engaged in filling contracts for Japanese account quite recently by Japanese owned tonnage. Imports of foreign rice into Japan (including Korean) during the last three years were as follows:—1910, 136,700 tons; 1911, 297,587 tons; 1912, 368,505 tons. Exports of rice from Japan (including Korean rice *vid* Japan) during the last three years have been limited to:—1910, 60,835 tons; 1911, 30,640 tons; 1912, 29,539 tons.

SAIGON-JAVA.—We have not heard of any further settlements. It is estimated that the total purchases up to end of July from Saigon amount to about 85,000 tons and from Siam about 10,000 tons up to September-October shipment.

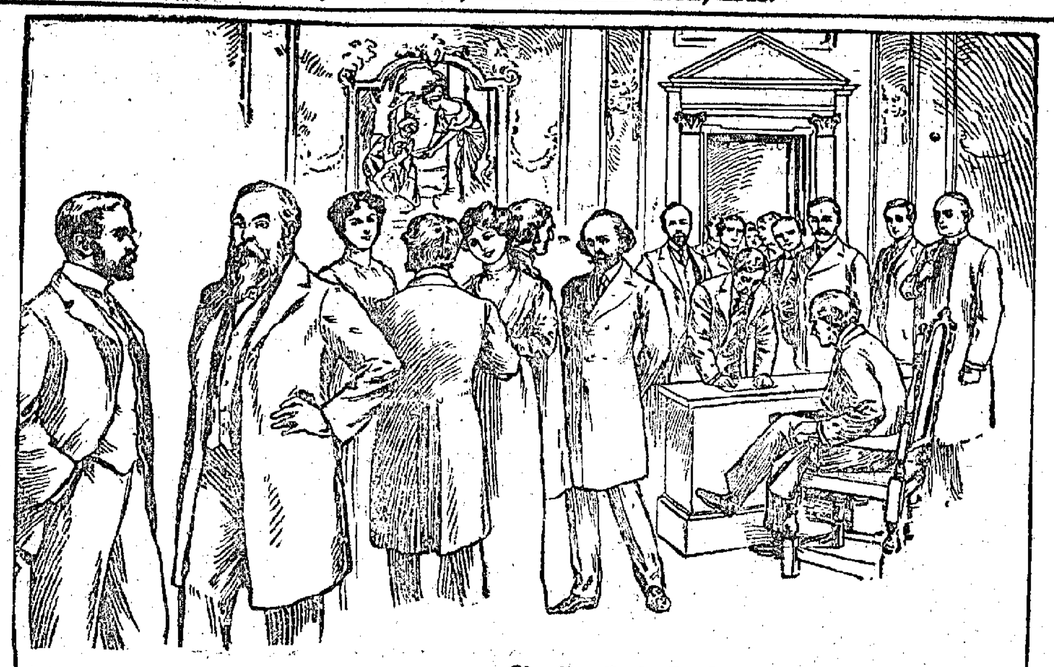
BANGKOK.—The local rice market further improving, inquiry for prompt tonnage has resulted in the fixture of a few "outsiders," the rate paid working out at about 40 cents per picul, with downward cargo for charterers' benefit.

TIME-CHARTER.—The German str. *Signal*, 992 tons nett reg., has been taken up for 12 months for South Sea Island trade, private terms, and the Norwegian str. *Dagny*, 882 tons nett reg., for 4 months in recharter at $8.250 per month for Bangkok trade.

Coal freights from Japan continue weak on account of the abnormally small stocks in Japan, while tonnage is offering freely.

FIXTURES REPORTED.—Moji-Hongkong $1.50, Wakamatzu-Swatow $2.50, Hongay-Shanghai $2.55, and Haiphong-Canton $2.50 per ton.

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Thousands of famous men and women of various occupations in the strenuous life of the modern world—*and 16,000 practising physicians*—have publicly testified, over their signatures, to the great value of Sanatogen—the scientific health food with true tonic properties. *Their* confidence, which is the result of knowledge and experience, should inspire *you* with confidence in Sanatogen.

You may well ask whether Sanatogen will not do as much for you as it has for these distinguished patients, who give you their assurance that Sanatogen is a genuine health food and nerve restorer of special value in nervous and wasting diseases, anæmia and digestive disorders, dysentery and chronic diarrhœa.

Do not wait till your health gets worse, but take the first step at once. Begin a course of Sanatogen to-day, and so lay the foundation for fresh health, better appetite and digestion, new vitality and enjoyment of life.

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Buy a bottle of Sanatogen to-day—it is sold by all Chemists. And write for a Free Copy of "The Art of Living," by Dr. Andrew Wilson, the well-known Medical Author. This interesting book tells you all about Sanatogen, and also contains a great deal of valuable advice on health topics. Write at once, mentioning this paper, to the manufacturers of Sanatogen, Messrs. A. Wulfing & Co., 6, Kiukiang Road, Shanghai.

SANATOGEN

MARTIN'S APIOL & STEEL PILLS for Ladies
A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 5/-: MARTIN, Chemist, Southampton, Eng.
MARTIN'S APIOL & STEEL PILLS for Ladies
125-2

GRIMAULT'S SYRUP OF HYPOPHOSPHITE OF LIME FOR STUBBORN COUGHS BRONCHITIS WEAK LUNGS CATARRH CONSUMPTION
123-2

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1912.

REVISED BY THE MEMBERS.

PRICE - - - - $5.

DAILY PRESS OFFICE.

Hongkong, 25th June, 1913.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Manila on the 13th September, at 3 p.m., and may be expected here on or about the 16th September, at daylight.

The E. & A. str. *Eastern*, from Sydney, etc., left Port Darwin on the 9th September for this port via Timor and Manila, and may be expected to arrive here on the 20th September.

The N.Y.K. str. *Inaba Maru* (Australian Line) left Sydney for this port via ports on the 3rd September, and is expected here on the 22nd September.

THE GERMAN MAIL.

The I.G.M. str. *Gneisenau*, carrying the German mails, with dates from Berlin of the 20th August, left Singapore on the 13th September, at 1 p.m., and may be expected here on or about the 17th September, at about 7 p.m.

MERCHANT STEAMERS.

The I.G.M. str. *Luetzow* left Shanghai on the 13th September, at 7 a.m., and may be expected here on or about the 16th September, at about 6 p.m.

The str. *Oitwara*, from Yokohama and Kobe, left Moji on the 13th September, p.m., and may be expected here on or about the 17th September, p.m.

The chartered str. *Kish* left Singapore for this port on the 12th September, at 7 a.m., and is due here on the 18th September, at about 6 a.m.

The str. *Jelunga*, from Calcutta, left Singapore on the 13th September, a.m., and may be expected here on or about the 18th September, a.m.

The T.K.K. str. *Buyo Maru* left Manzanillo for Honolulu on the 28th July, and is due in Hongkong on the 20th September.

The N.Y.K. str. *Iyo Maru* (European Line) left Yokohama for this port via ports on the 10th September, and is expected here on the 22nd September.

The N.Y.K. str. *Penang Maru* (Bombay Line) left Bombay for this port via ports on the 9th September, and is expected here on the 26th September.

The N.Y.K. str. *Yokohama Maru* (American Line) left Seattle for this port via ports on the 26th August, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 2nd September, and is expected to arrive here on the 28th September.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Japan* left Port Said on the 7th September, and is expected to arrive here on the 2nd October.

The N.Y.K. str. *Aki Maru* (European Line) left Marseilles for this port via ports on the 6th September, and is expected here on the 8th October.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Fooshing, from Batavia, is due in Hongkong 22nd September.

Namsang, from Calcutta, is due in Hongkong 25th September.

SHIRE LINE, LIMITED.

Den of Glamis, from London, is due in Hongkong 18th September.

Denbighshire, passed the Canal on 9th September, and is due in Hongkong 18th October.

LATEST STEAMER MOVEMENTS

The H.A.L. str. *Scandia* left Shanghai on the 14th September, a.m., and may be expected here on or about the 17th September, p.m.

The Silk shipment ex O.S.K. str. *Chicago Maru*, which left here on the 7th August, p.m., was delivered in New York on the 10th September, a.m.

The C.P.R. str. *Empress of India* left Nagasaki on the 13th September, at 6 p.m., and is due to arrive at Shanghai on the 15th September, at 2 a.m.

The P.M. str. *Siberia* left Yokohama, for Hongkong via Manila on the 15th September. The United States mail has been transferred to the M.M. str. *Magellan*, due to arrive in Hongkong on the 23rd September.

The chartered str. *Melford Hall* is expected to arrive at Penang on the 16th September, at 8 a.m.

PASSED THE CANAL.

August 12th—*Diomed, Sunda, Titan, Kish.*

August 15th—*Den of Glamis.*

August 19th—*Machaon.*

August 22nd — *Albenga, Bayern, Sardinia.*

August 26th—*Annam, Altmark, Indrakuala.*

August 29th—*Kamo Maru, Gneisenau.*

September 2nd—*Armand Behic, Kouang Si, Macedonia, Perseus, Goldenfels.*

September 5th—*Idomeneus, Sumatra, Indrasamha, Nelcus.*

September 9th — *Benavon, Calchas, Ceylon, Denbighshire, Japan, Koerber, Teucer, Monmouthshire, Mandasan Maru.*

September 12th—*Bohemia. Derfflinger, Deucalion, Hitachi Maru, Jason, Princess Alice, Simla, Arabia, Preussen.*

WEATHER REPORT.

On the 15th at 11.00 a.m.—Pressure has increased moderately in N. Japan and decreased moderately over the Bonins and Luzon. It is now decreasing at Hongkong.

A depression has formed to the east of Luzon, the centre being in about latitude 17 deg. N. and longitude 127 deg. E., at 6 a.m. this morning. Its direction of motion is at present uncertain, but conditions favour a W. or W.N.W. track.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.16 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST.
* Hongkong & Neighbourhood	
Formosa Channel ...	North winds, moderate.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan.	The same as No. 1.

* Light or variable winds, fine.

CHINA COAST METEOROLOGICAL REGISTER.

15TH SEPTEMBER, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock ...	7 a.	30.02	52	—	E	0	b
Nemuro	6 a.	30.03	—	—	NE	1	—
Hakodate	"	29.97	—	—	E	1	—
Tokio	"	29.95	—	—	—	0	—
Koobi	"	29.91	—	—	—	0	—
Nagasaki	"	29.93	—	—	—	0	—
Kagoshima.....	"	29.94	—	—	—	0	—
Oshima	"	29.91	—	—	SW	1	—
Naha	"	29.89	—	—	—	0	—
Ishi'jma	"	29.89	—	—	NNW	1	—
Bonin Is.	"	29.91	—	—	NE	1	—
Chefoo	"	—	—	—	—		—
Weihaiwei ...	"	30.04	63	72	NNW	1	bo
Hankow	"	—	—	—	—		—
Ichang	"	—	—	—	—		—
Kiukiang	"	—	—	—	—		—
Changsha	"	—	—	—	—		—
Shanghai	"	30.00	68	90	NE	2	o
Gutzlaff	"	29.99	72	—	NE	4	ov
Sharp Peak ...	7 a.	29.90	80	—	NW	1	c
Amoy	6 a.	29.85	78	91	WSW	2	c
Swatow	"	—	—	—	—		—
Taihoku	5 a.	29.90	—	—	SW	2	—
Taichu	"	29.90	—	—	—	0	—
Tainan	"	29.89	—	—	—	0	—
Koshun	"	29.88	—	—	NE	2	—
Pescadores ...	"	29.89	—	—	—	0	—
Canton	9 a.	—	—	—	—		—
Hongkong ...	6 a.	29.84	80	—	—	0	—
Gap Rock	"	29.82	—	—	SE	4	c
Macao	"	29.83	79	—	SSE	3	c
Wuchow	9 a.	—	—	—	—		—
Holhow	"	—	—	—	—		—
Pakhoi	"	—	—	—	—		—
Phulien	6 a.	29.82	72	—	WNW	2	or
Tourane.....	"	29.82	81	—	W	4	c
C. St. James ...	"	29.91	75	—	SW	4	c
Aparri	"	29.80	79	—	NW	3	q
Manila	"	29.86	79	—	NW	1	o
Legaspi	"	29.82	75	—	SW	1	o
Bacolod	9 a.	29.91	82	—	SW	1	o
Iloilo	"	—	—	—	SE	1	b
Cebu	"	29.90	85	—	S	1	b
Labuan	"	—	—	—	—		—

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 15th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.84	29.84	29.82
Temperature ...	82	80	86
Humidity..... ...	84	90	73
Wind Direction ...	South	—	South
" Force	2	0	1
Weather	c	c	c
Rain.....	—	0.16	—

Highest open air Temperature on 14th... 82

Lowest open air Temperature on 14th... 76

HONGKONG TIDE TABLE.

From 16th to 22nd September, 1913.

Days of Week	Days of Month	High Water: H'kong Mean Time.	High Water: Height	Low Water: H'kong. Mean Times.	Low Water: Height
		h. m.	ft. in.	h. m.	ft. in.
Tues.	16	m 9 49	7 0	m 3 35	3 0
		10 8a	5 8	4 13a	2 1
Wed.	17	m 10 19	6 7	m 4 12	2 7
		10 21a	5 1	4 38a	2 4
Thurs.	18	m 10 48	5 3	m 4 48	2 6
		10 53a	5 5	5 21a	2 8
Fri.	19	m 11 19	5 8	m 5 25	2 6
		10 35a	5 5	5 1a	2 8
Satur.	20	m 11 56	5 3	m 6 4	2 6
		11 16a	5 7	5 33a	3 6
Sun.	21	0 54a	4 7	m 6 53	2 8
		11 51a	5 9	5 40a	3 9
Mon.	22	2 54a	4 2	m 8 5	2 8
				5 34a	4 1

ON SALE.

MAIL TABLES FOR 1913.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents.
On Paper 25 "

On Sale at the *Hongkong Daily Press* Office.
Hongkong, 10th January, 1913.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE,"

Captain G. J. Coldwell, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 27th September, 1913, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOOLTAN," from Colombo; passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "PERSIA," due in London on the 8th November, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th September, 1913. [1

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Cochrane, Weihaiwei.
Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. B. E. Prichard, Weihaiwei.
Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. H. Darwall, Hankow
Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Commr. Hugh P. E. T. Williams, Hongkong.
Cherub, water tank and tug, 390 tons, 340 i h.p., Master W. Smith, Hongkong
Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Hongkong.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lieut.-Comdr. Wilkinson Hongkong
Flora, 4,360 tons, 9,000 f.d., 12 guns, Capt. Charles F. Corbett, M.V.O., Weihaiwei.
Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Capt. Marcus Rowley Hill, Hankow.
Kinsha, 616 tons, 1,200 i.h.p., Lieut.-Comdr. H. Marryatt, Yangtsze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i h.p., Capt. F. C C Pasco, Labuan.
Minotaur, armoured cruiser (flagship Vice-Admiral T. H' Jerram, C.B.,) 27,000 i h.p., Capt. E. B Kiddle, Weihaiwei.
Monmouth, armoured cruiser, 9,800 tons, 22,000 i.h.p., Capt. B. H. F. Bartletot, M.V.O., Weihaiwei.
Moorhen, river gunboat, 180 tons, 2 guns, 800 i.h.p, Lt.-Comdr. Alan Dixon, Hongkong.
Newcastle, 2nd class cruiser, 4,800 tons, turbin. 22,000 f.d., Capt. F. A. Powlett, Shanghai,
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. Malcolm Murray, R.N., Yangtsze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.
Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut.-Comdr. E. J. G. Mackinson, Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Fleetwood-Nash, Hongkong.
Rosario, depot ship for Submarines, 930 tons, 1,400 i.h.p., Commander N. E. Archdale, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. H. Hutton, West River
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtsze.
Taku, torpedo boat destroyer, 305 tons, 6,000 i.h.p., Gunner W. H. Ryder, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Hon. Guy Stopford, Chungkiang.
Thistle, gunboat, 710 tons, 900 h.p., Lt.-Comdr. H. R. N. Cottrell-Dormer, Canton.
Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Maxwell, Weihaiwei.
Virago, torpedo boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lt.-Comdr. Boddam Whetham, Weihaiwei.
Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Weihaiwei.
Whiting, torpedo boat destroyer 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. R. Neville, Weihaiwei.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut.-Comdr. J. C. F. Borrett, Yangtsze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. M. B. B. Blackwood, Yangtsze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. Robin W. Lloyd, Yangtsze.

Submarines:—
C. 36. D. J. McGillewie, Lieut.-Comdr.
C. 37, J. A. Gaimes, Lieut.-Comdr.
C. 38, R. K. C. Pope, Lieut.-Comdr.
T.B. 035, Lieut.-Comdr. Hundley, Hongkong
T.B 036, Lieut.-Comdr. Stileman, Hongkong.
T.B 037, Lieut.-Comdr. Nicol, West River.
T.B 038, Lieut.-Comdr. Seymour, West River

VESSELS ADVERTISED, AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit. str. ...	—	H. N. Rivers, R.N.R....	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON, VIA USUAL PORTS OF CALL	ASSAYE...	Brit. str. ...	—	G. J. Coldwell	P. & O. S. N. Co.	On 27th inst., at Noon.
LONDON & ANTWERP...	RADNORSHIRE	Brit. str. ...	—		JARDINE, MATHESON & Co., LD ...	On 12th Oct.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str. ...	k. w.	Jochims	HAMBURG-AMERIKA LINIE ...	To-morrow.
HAVRE, ANTWERP & HAMBURG, &c.	GRANCIA	Ger. str. ...	k. w.	Hansen...	HAMBURG-AMERIKA LINIE ...	On 22nd inst.
HAVRE & HAMBURG, &c.	SENEGAMBIA	Ger. str. ...	k. w.	Reber	HAMBURG-AMERIKA LINIE ...	On 30th inst.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	MAGELLAN	Fren. str. ..	—	Rat	MESSAGERIES MARITIMES	On 23rd inst., at 1 P.M
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	KITANO MARU	Jap. str. ...	—	F. E. Cope	NIPPON YUSEN KAISHA	On 24th inst., at D'light.
MARSEILLES, EMDEN & HAMBURG, &c.... ...	SPEZIA	Ger. str. ...	k. w.	Hennecke	HAMBURG-AMERIKA LINIE ...	On 3rd Oct.
VICTORIA, B.C., & TACOMA VIA KEELUNG, &c.	PANAMA MARU	Jap. str. ...	—	J.	OSAKA SHOSEN KAISHA	To-morrow, at 1 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	AWA MARU	Jap. str. ...	—	R. Shiniza	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND.	DEN OF GLAMIS	Brit. str. ...	—		JARDINE, MATHESON & Co., LD ...	On 25rd inst.
VICTORIA, B.C., & TACOMA VIA KEELUNG, &c. ..	SEATTLE MARU... ...	Jap. str. ...	—	T. Saito	OSAKA SHOSEN KAISHA	On 2nd Oct., at 1 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	LUETZOW	Ger. str. ...	—	H. Textor	MELCHERS & Co.	On 18th inst., at 10 A.M.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &c., ...	AUSTRIA	Aus. str. ...	—		SANDER, WIELER & Co.	About 1st Oct.
GLASGOW, LONDON & ANTWERP, ...	GLENLOGAN	Brit. str. ...	—	J. McGregor	SHEWAN, TOMES & Co.	On 4th Oct.
BOSTON & NEW YORK VIA SUEZ CANAL	AFGHAN PRINCE	Am. str. ...	—	Whalley	ARNHOLD, KARBERG & Co.	On 29th inst.
NEW YORK	AMERIA	Ger. str. ...	k. w.	Knitschky	HAMBURG-AMERIKA LINIE	On 19th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c. ...	EMPRESS OF INDIA ...	Brit. str. ...	2 m.		CANADIAN PACIFIC R'Y CO.... ...	On 24th inst., at Noon.
VANCOUVER, SEATTLE and/or TACOMA & P'LAND, (Or.)	C. FERD. LAEISZ ...	Ger. str. ...	k. w.	Geissel	HAMBURG-AMERIKA LINIE	On 30th inst.
SAN FRANCISCO VIA MANILA & JAPAN, &c. ...	HONGKONG MARU ...	Jap. str. ...	—	S. Togo	TOYO KAISEN KAISHA	On 19th inst., at Noon.
SAN FRANCISCO VIA KEELUNG & JAPAN, &c. ...	KOREA	Am. str. ...	—		PACIFIC MAIL S.S. Co.	On 20th inst., at 1 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c. ...	SIBERIA	Am. str. ..	—		PACIFIC MAIL S.S Co.	On 4th Oct., at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str. ...	—		GIBB, LIVINGSTON & Co.	On 19th inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU ...	Jap. str. ...	—	M. Winckler	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str. ...	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 24th inst., at 3 P.M.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str. ...	—	L. Klugkist	MELCHERS & Co.	On 4th Oct., at 9 A.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN ...	BUYO MARU	Jap. str. ...	—		TOYO KISEN KAISHA	On 4th Oct., at Noon.
JAPAN	TJIMANOEK...	Dut. str. ...	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
YOKOHAMA, KOBE & MOJI	JELUNGA	Brit. str. ...	—	J. R. O. Sullivan ...	DAVID SASSOON & Co., LTD. ...	On 21st inst.
YOKOHAMA, KOBE & MOJI	FULTALA	Brit. str. ...	—	Chidley	JARDINE MATHESON & Co., LD...	On 29th inst., at 4 P.M.
YOKOHAMA & KOBE via SHANGHAI...	PERSIA...	Aus. str. ...	—		SANDER, WIELER & Co.	About 27th inst.
KOBE	KAWACHI MARU ...	Jap. str. ...	—	Christiansen	NIPPON YUSEN KAISHA	To-day.
KOBE & YOKOHAMA	COBLENZ	Ger. str. ...	—	L. Klugkist	MELCHERS & Co	About 16th inst.
KOBE & YOKOHAMA	KAMO MARU	Jap. str. ...	—	K. Kawara	NIPPON YUSEN KAISHA	On 25th inst., at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	INABA MARU	Jap. str. ...	—	S. Tominaga	NIPPON YUSEN KAISHA	On 24th inst., 11 A.M.
MOJI, KOBE & YOKKAICHI	INDO MARU	Jap. str ...	—	K. Komiya	OSAKA SHOSEN KAISHA	On 20th inst., P.M.
WEIHAIWEI, CHEFOO & TIENTSIN...	KUBICHOW	Brit. str. ...	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TOSA MARU	Jap. str. ...	—	T. Sato	NIPPON YUSEN KAISHA	To-day.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	GNEISENAU	Ger. str. ...	—	Fr. Rehm	MELCHERS & Co.	About 17th inst.
SHANGHAI...	WINGSANG	Brit. str. ...	—		JARDINE, MATHESON & Co., LD...	On 18th inst., at D'light.
SHANGHAI...	ANHUI	Brit. str. ...	1 m.	J. R. Harris	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
SHANGHAI...	KWONGSANG	Brit. str. ..	—	W. F. Bichard	JARDINE, MATHESON & Co., LD...	On 19th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI ...	YEDDO	Swed. str....	—		ARTHUR NILSSON & Co.	On 19th inst.
SHANGHAI, KOBE & YOKOHAMA	ALBENGA	Ger. str. ...	k. w.		HAMBURG-AMERIKA LINIE	On 20th inst.
SHANGHAI...	KALGAN	Brit. str. .	1 m.		BUTTERFIELD & SWIRE	On 20th inst., at M'night.
SHANGHAI, KOBE & YOKOHAMA	ARMAND BEHIC	Fren.str. ...	—		MESSAGERIES MARITIMES	On 21st inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SYRIA	Brit. str. ...	—	C. R. Longden	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI...	LUCHOW	Brit. str. ...	1 m.	J. Mestheral	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI...	CHINA	Brit. str. ...	—	C. H. S. Tocque, R.N.R.	P. & O. S. N. Co.	About 25th inst
SHANGHAI, KOBE & MOJI	NAMSANG	Brit. str. ...	—	P. M. B. Lake	JARDINE, MATHESON & Co., LD...	On 26th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI ...	PEKING	Swed. str....	—		ARTHUR NILSSON & Co.	On 28th inst.
SHANGHAI...	KOERSEE	Aus. str. ...	—		SANDER, WIELER & Co.	On 1st Oct., at 6 A.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI ...	JAPAN	Swed. str....	—		ARTHUR NILSSON & Co.	About 2nd Oct.
SHANGHAI...	TJIBODAS	Dut. str. ...	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
ANPING & TAKAO VIA SWATOW & AMOY ...	SHOSHU MARU	Jap. str. ..	—	T. Fuchigami	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str. ...	2 h.	A. E. Hodgins	DOUGLAS, LAPRAIK & Co.	On 19th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str. ...	2 h.	J. S. Roach...	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at 11 A.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str. .	1 m.	Wake	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	YUENSANG	Brit. str. ...	—	E. Schenk	JARDINE, MATHESON & Co., LD...	On 20th inst., at 2 P.M.
MANILA, CEBU & ILOILO...	CHINHUA	Brit. str. ...	1 m.	Finlayson	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
MANILA, MANGARIN, CEBU & ILOILO	CUBI	Am. str. ...	—	J. Miller	SHEWAN, TOMES & Co.... ...	On 24th inst., at 4 P.M.
MANILA	LOONGSANG...	Brit. str. ...	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD...	On 27th inst., at 2 P.M.
MANILA, MANGARIN, CEBU & ILOILO	ZAFIRO	Am. str. ...	—	F. S. McMurray	SHEWAN, TOMES & Co...	On 4th Oct., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	PITTABOEM	Dut. str. ...	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	KAMAKURA MARU ...	Jap. str. ...	—	T. Hori...	NIPPON YUSEN KAISHA	On 18th inst.
BOMBAY via S'PORE PORT S'HAM, PENANG & COLOMBO	SAIGON MARU	Jap. str. ...	—	T. Yamaguchi	OSAKA SHOSEN KAISHA	On 22nd inst., at 4 P.M.
SINGAPORE, PENANG, & CALCUTTA	GREGORY APCAR ...	Brit. str. ...	—	J. E. Drake	DAVID SASSOON Co., LTD.	To-morrow, at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA ...	CEYLON MARU	Jap. str. ...	—	Noguchi	NIPPON YUSEN KAISHA	On 20th inst.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str. ...	—	T. A. Mitchell	JARDINE, MATHESON & Co., LD...	On 30th inst., at 2 P.M.
SANDAKAN...	MAUSANG	Brit. str. ...	—	Cornock	JARDINE, MATHESON & Co., LD...	On 18th inst., at Noon.
JESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str. ...	—	J. Koehler	MELCHERS & Co.	End of Sept.
HAIPHONG...	SUNGHIANG...	Brit. str. ...	1 m.	H. Mathias	BUTTERFIELD & SWIRE	To-morrow, at 9 A.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL	
STEAMERS	Hongkong	S'hai *Woosung*	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive
EMPRESS OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.	23 Oct.	30 Oct.
EMPRESS OF ASIA	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.	30 Oct.	6 Nov.
EMPRESS OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.	20 Nov.	27 Nov.
EMPRESS OF RUSSIA	5 Nov.	7 Nov.	9 Nov.	11 Nov.	13 Nov.	22 Nov.	St. John 27 Nov.	4 Dec.
EMPRESS OF INDIA	19 Nov.	22 Nov.	24 Nov.	26 Nov.	28 Nov.	10 Dec.	18 Dec.	25 Dec.
EMPRESS OF ASIA	3 Dec.	5 Dec.	7 Dec.	9 Dec.	11 Dec.	20 Dec.	25 Dec.	1 Jan.

FROM L'POOL		FROM VANCOUVER						
Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai *Woosung*	Hongkong
Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
15 Aug.	22 Aug.	EMPRESS OF INDIA	27 Aug.	10 Sept.	11 Sept.	13 Sept.	15 Sept.	18 Sept.
29 Aug.	5 Sept.	EMPRESS OF ASIA	10 Sept.	21 Sept.	22 Sept.	24 Sept.	26 Sept.	29 Sept.
12 Sept.	19 Sept.	EMPRESS OF JAPAN	24 Sept.	8 Oct.	9 Oct.	11 Oct.	13 Oct.	16 Oct.
—	—	MONTEAGLE	1 Oct.	17 Oct.	20 Oct.	Moji 22 Oct.	25 Oct.	28 Oct.
26 Sept.	3 Oct.	EMPRESS OF RUSSIA	8 Oct.	19 Oct.	20 Oct.	N'saki 22 Oct.	24 Oct.	27 Oct.
10 Oct.	17 Oct.	EMPRESS OF INDIA	22 Oct.	5 Nov.	6 Nov.	8 Nov.	10 Nov.	13 Nov.

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC.	VIA NEW YORK.
EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, LEMONTEAG — Meals and Sleeping	£71.10	£71.10
Car Berth across Canada £6 additional.	£65 —	£65 —
	£43 —	£45 —

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or SIBERIAN ROUTE.

Passengers may proceed by Rail between Ports of Call in Japan if so desi[TRANS-

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya [743]

SHIPPING

ARRIVALS.

ANHUI, British str., 1,354, J. B. Harris, 15th September — Shanghai 11th September, General.—Butterfield & Swire.

C. FERD. LAEISZ, German str., 3,158, P. Geissel, 15th September—Portland 8th August, Flour.—Hamburg-Amerika Linie.

GLENFALLOCH, British str., 1,434, Gardner, 15th September — Singapore 9th September, General.—Chinese.

HAICHING, British str., 1,267, W. C. Passmore, 15th September—Swatow 14th September, General.—Douglas, Lapraik & Co.

HONGKONG, French str., 739, A. Marquerite, 14th September—Pakhoi 13th September, General.—A. R. Marty.

KAWACHI MARU, Japanese str., 3,821, A. Christiansen, 15th September—Singapore 9th September, General.—Nippon Yusen Kaisha.

KWONGSANG, British str., 1,423, W. F. Bichard, 15th September—Swatow 14th September, General.—Jardine, Matheson & Co.

PITSANULOK, German str., 1,267, W. Taubert, 14th September—Bangkok 7th September, Rice.—Butterfield & Swire.

SATSUMA, British str., 2,690, Fermin, 15th September—Keelung 13th September, General.—Dodwell & Co.

SOSHU MARU, Japanese str., 1,805, K. Tashiro, 14th September—Swatow 13th September, General.—Osaka Shosen Kaisha.

TEMIYA MARU, Japanese str., 2,042, Kichite, 14th September—Mororan, Coal.—Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

September 15th.

CARL DIEDERICHSEN, Ger. str., for Hoihow.
CHUNSANG, British str., for Singapore.
ELBBETH, German str., for Amoy.
HAIMUN, British str., for Swatow.
KAWACHI MARU, Japanese str., for Kobe.
KWONGSANG, British str., for Canton.
RHESUS, British str., for London.
SATSUMA, British str., for New York.
TRIUMPH, German str., for Swatow.
WAISHING, British str., for Bangkok.

DEPARTURES.

September 15th

ANHUI, British str., for Canton.
IRENE, Chinese str., for Shanghai.
KWANSEE, British str., for Canton.
TAISHUN, Chinese str., for Canton.
YINGCHOW, British str., for Shanghai.
YODO MARU, Japanese str., for Hongay.

SHIPPING REPORTS.

The British str. *Glenfalloch* reports: Strong monsoon and high sea.

The British str. *Satsuma* reports: Strong S.W. to S.E. winds and high confused S.S.W. swell from Keelung, overcast and showery.

The str. *Yeddo* left Singapore on the 12th September, and is due here on the 18th September.

PASSENGERS.

ARRIVED.

Per *Persia*, for San Francisco, etc., Mr. and Mrs. J. Harrop, Mr. V. M. Smith, Mr. A. H. Heid, Mr. H. M. Gordon, Mr. I. W. Young, Mr. and Mrs. R. Frolhingham, Miss D. Frolhingham, Mrs. D. Murray, Mrs. G. Murray, Mr. G. E. O'Kelly, Mr. F. Elizaga, Mr. G. C. Heeter, Miss L. Gutierrez, Miss B. Gutierrez, Mr. A. H. Thomas and Mr. A. M. Ortega.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"AFGHAN PRINCE."

Captain Whalley, will be despatched as above on MONDAY, the 29th September.

For Freight and passage, apply to
ARNHOLD, KARBERG & Co.,
General Agents.

Hongkong, 10th September, 1913. [1061

GLEN LINE (McGREGOR, GOW & CO.), LTD.

THE Steamship

"GLENLOGAN" (Capt. JAS. McGREGOR),

FOR GLASGOW, LONDON AND ANTWERP.

The above Steamer will be despatched for the Ports named, on SATURDAY, the 4th October.

The Vessel has excellent accommodation for 20 Saloon Passengers, all Cabins Amidships, and is fitted with Electric Light and Fans in every cabin.

A duly qualified Stewardess and Doctor are carried.

Attention is particularly directed to the Moderate Rates charged, viz.:—

Saloon Passage, HONGKONG to GLASGOW, LONDON, or ANTWERP, £40.

For freight or passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 4th September, 1913. [1037

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI	"KWONGSANG"...	Friday. 19th Sept., Noon.
‡ SANDAKAN	"MAUSANG"	Thursday, 18th Sept., Noon.
† SHANGHAI	"WINGSANG" ...	Thursday, 18th Sept., D light.
* MANILA	"YUENSANG" ...	Saturday, 20th Sept., 2 P.M.
†* SHANGHAI, KOBE and MOJI	"NAMSANG" ...	Friday, 26th Sept., Noon.
* MANILA	"LOONGSANG"...	Saturday, 27th Sept., 2 P.M.
* SINGAPORE, PENANG & CALCUTTA	"FOOKSANG" ...	Tuesday, 30th Sept., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG," "KUMSANG," "Lovat," "Yatshing" and "Suisang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'taze, Chefoo, T'tsin, Dalny, W'wei, T'tau&N'chwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 1.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 16th September, 1913. GENERAL MANAGERS. [14

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA," 4,154 tons gross, Captain Chidley, will be despatched for YOKOHAMA, KOBE and MOJI on the 29th September, at 4 P.M., taking Cargo and Passengers at Current Rates.

For Feight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215.
Hongkong, 15th September, 1913. [50

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"RADNORSHIRE"	On 12th Oct.
LONDON & ANTWERP	"VESTALIA"	On 18th Oct.
LONDON & ANTWERP	"DEN OF RUTHVEN" .	On 26th Oct.

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"DEN OF GLAMIS"...	On 23rd Sept.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"DEN OF AIRLIE"	On 16th Nov.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"MONMOUTHSHIRE"...	On 14th Dec.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No. 9.

JARDINE, MATHESON & Co., LTD.,
Hongkong, 26th August, 1913. AGENTS. [49

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA KOBE and MOJI	"YEDDO"	7,200 ...	On 19th Sept.
	"PEKING"	6 500 ...	On 28th Sept.
	"JAPAN"	9,000 ...	About 2nd Oct.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 27th Sept. Connecting with "KATANGA" FROM COLOMBO: 12th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "JELUNGA," 5,206 tons, Captain J. R. O. Sullivan, will be despatched for YOKOHAMA, KOBE and MOJI on 21st September.

S.S. "JAPAN," 6,013 tons, Captain C. P. Sedden, will be despatched to SHANGHAI, KOBE and MOJI on 25th September.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 17th September, at 3 P.M.

S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched as above on 23rd September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 15th September, 1913 AGENTS. 60

PACIFIC MAIL S.S. Co.

THE AMERICAN LINE TO SAN FRANCISCO.

MONGOLIA 27,000 tons, twin screws. MANCHURIA 27,000 tons, twin screws. KOREA 18,000 tons, twin screws. SIBERIA 18,000 tons, twin screws. ALSO NILE ...11,000 tons. CHINA ...10,200 tons. PERSIA... 9,000 tons.	COMFORT. SAFETY. SPEED.	FROM HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST:—By this route to London with its unrivalled opportunities is £71-10-0, for a return ticket £120. To San Francisco via Japan and Honolulu the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL RATES to Army and Navy Officers, Diplomatic, Consular and Civil Service, on application.

STEAMERS	Tons	Sailing	
KOREA	18,000	... „	SATURDAY, 20th Sept., at 1 P.M.
SIBERIA	18,000	... „	SATURDAY, 4th Oct., at 1 P.M.
* CHINA	10,200	... „	TUESDAY, 14th Oct., at Noon.
MANCHURIA	27,000	... „	TUESDAY, 21st Oct., at 1 P.M.
* NILE	11,000	... „	TUESDAY, 28th Oct., at 9.45 A.M.
MONGOLIA	27,000	... „	SATURDAY, 8th Nov., at 1 P.M.
* PERSIA	9,000	... „	TUESDAY, 25th Nov., at Noon.
KOREA	18,000	... „	TUESDAY, 9th Dec., at 1 P.M.

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG—MANILA SERVICE.

FROM HONGKONG.			FROM MANILA.		
Leave Hongkong.		Arrive Manila.	Leave Manila.		Due Hongkong.
14th Oct. ...	CHINA ...	16th Oct.	24th Sept. ...	SIBERIA ...	26th Sept.
28th Oct. ...	NILE ...	30th Oct.	2nd Oct. ...	CHINA ...	4th Oct.
25th Nov. ...	PERSIA ...	27th Nov.	9th Oct. ...	MANCHURIA	11th Oct.
30th Dec. ...	CHINA ...	1st Jan.	16th Oct. ...	NILE ...	29th Oct.
10th Jan. ...	NILE ...	12th Jan.	30th Oct. ...	MONGOLIA	1st Nov.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

R. C. MORTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915. 32

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

FOR		STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA		ARMAND BEHIC ... Capt. — ...	On 21st Sept.
MARSEILLES VIA PORTS	...	MAGELLAN ... Capt. Rat ...	On 23rd Sept., at 1 P.M.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
TUESDAY, 16 SEPT., 1913.	
8 a.m. *HONAM.*	8 a.m. *HEUNGSHAN.*
10 p.m. *FATSHAN.*	5 p.m. *KINSHAN.*
WEDNESDAY, 17 SEPT., 1913.	
8 a.m. *HEUNGSHAN.*	8 a.m. *HONAM.*
10 p.m. *KINSHAN.*	5 p.m. *FATSHAN.*

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *SUI AN*, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 21 SEPTEMBER, 1913.

The Company's Steamship

"HEUNGSHAN"

Will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 a.m. and return from Macao at 4 p.m.

N.B.—There will be no Sailings on Sunday from Macao at 7.30 a.m. and from Hongkong at 12.30 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. *HOI-SANG*, 457 tons,

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong *or vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [51

SAN FRANCISCO SCENIC ROUTE

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU 22,000 tons.
S.S. CHIYO MARU 22,000 tons.
S.S. SHINYO MARU 22,000 tons.

AND

S.S. NIPPON MARU 11,000 tons. (Intermediate.)
S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC--DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
57] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 1st October.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.1.6.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £9.15, II £6.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9.
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6

TO SHANGHAI.

S.S. "KOERBER," 9,900 tons, will leave as above on 1st October, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "PERSIA," 12,500 tons, will leave as above about 27th September.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents,
Hongkong, 8th September, 1913. Princes' Building. [52

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG.	Connecting Steamers from COLOMBO. to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.		10 p.m. Tues.	1 p.m. Satur.		Saturday	Friday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN ...	Feb. 14	Feb. 20
Jan. 22	DEVANHA ...	Jan. 27	Jan. 31	MOREA ...	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MALOJA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA ...	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA ...	Apr. 11	Apr. 17
Mar. 19	DEVANHA ...	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA ...	Apr. 7	Apr. 11	MONGOLIA ...	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN ...	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

				LONDON		
1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.
	"B"		„	£59.	„	£89.
2nd Saloon	"A"		„	£44.	„	£66.
	"B"		„	£40.	„	£60.
				MARSEILLES		
1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.
	"B"		„	£55.	„	£83.
2nd Saloon	"A"		„	£42.	„	£63.
	"B"		„	£38.	„	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:
1st Saloon £50 Single: £75 Return.
2nd Saloon £35 „ £52 „

FARES TO MARSEILLES:
1st Saloon £46 Single.
2nd Saloon £33 „

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	IYO MARU Capt. Hirase,	12,500	WED'DAY, 24th Sept., at Daylight.
	HIRANO MARU Capt. H. Fraser,	16,000	WED'DAY, 8th Oct., at D'light.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	§ SADO MARU Capt. Asakawa,	12,500	TUESDAY, 23rd Sept., at 4 P.M.
	YOKOHAMA MARU Capt. S. Wada,	12,500	TUESDAY, 7th Oct., at Noon
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winckler,	9,300	WED'DAY, 24th Sept., at Noon.
	INABA MARU Capt. Tominaga,	12,500	WED'DAY, 22nd Oct., at Noon.
CALCUTTA VIA SINGAPORE PENANG & RANGOON ...	‡ CEYLON MARU Capt. Noguchi,	12,000	SATURDAY, 20th September.
BOMBAY VIA SINGAPORE, and COLOMBO	‡ KAMAKURA MARU Capt. T. Hori,	12,500	THURSDAY, 18th September.
KOBE and YOKOHAMA	KAMO MARU Capt. K. Kawara,	16,000	THURSDAY 25th Sept., at 11 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ...	TOSA MARU Capt. Sato,	12,000	TUESDAY, 16th September.
NAGASAKI, KOBE & YOKOHAMA	INABA MARU Capt. Tominaga,	12,500	WED'DAY, 24th Sept., at 11 A.M.
KOBE	‡ KAWACHI MARU Capt. Christiansen,	12,500	TUESDAY, 16th September.

§ Fitted with New System of Wireless Telegraphy. Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	$135	$122	$108	$95
2nd „ ...	$81	$75	$65	$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE NOS. 292 and 1241

[11—12—1

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES...	NYANZA Capt. H. N. Rivers, R.N.R.	10 A.M., 17th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SYRIA..... Capt. C. R. Longden, R.N.R.	About 22nd Sept.	Freight and Passage.
SHANGHAI	CHINA Capt. C. H. S. Tocque, R.N.R.	About 25th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	*ASSAYE* Capt. G. J. Coldwell	Noon, 27th Sept.	*See Special Advertisement.*

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th September, 1913. 1

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO and TIENTSIN...	"KUEICHOW"	On 16th Sept., 4 P.M.
MANILA, CEBU and ILOILO.....	"TEAN"	On 16th Sept., 4 P.M.
HAIPHONG.....	"SUNGKIANG"	On 17th Sept., 9 A.M.
SHANGHAI.....	"ANHUI"	On 18th Sept., 4 P.M.
SHANGHAI...	"KALGAN"	On 20th Sept., M'night.
MANILA, CEBU and ILOILO..... ..	"CHINHUA"	On 23rd Sept., 4 P.M.
SHANGHAI.....	"LUCHOW"	On 25th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th September, 1913. TELEPHONE 36. [7

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	20th September	On 19th Sept., 11 A.M.
EASTERN	11th October	On 10th Oct., 11 A.M.
ALDENHAM	1st November	On 31st Oct., 11 A.M.
EMPIRE		On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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HAMBURG - AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. ALBENGA 20th Sept.
S.S. SUEDMARK 23rd Sept.
S.S. C. FERD. LAEISZ 30th Sept.
S.S. ARABIA 8th Oct.
S.S. SEGOVIA 20th Oct.
S.S. ANDALUSIA ... 25th Oct.
S.S. SAMBIA 5th Nov.
S.S. ALTMARK 13th Nov.
S.S. SITHONIA 20th Nov

HOMEWARD.

FOR HAVRE, BREMEN & HAMBURG:
S.S. SCANDIA 17th Sept.
FOR NEW YORK:
S.S. AMBRIA 19th Sept.
FOR HAVRE, ANTWERP & HAMBURG:
S.S. GRAECIA 22nd Sept.
FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (OR).
S.S. C. FERD. LAEISZ 30th Sept.
FOR HAVRE & HAMBURG:
S.S. SENEGAMBIA 30th Sept.
FOR MARSEILLES, EMDEN & HAMBURG:
S.S. SPEZIA 3rd Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th September, 1913. [9

DOUGLAS STEAMSHIP CO., LD.
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG" ...	Capt. A. E. Hodges ...	FRIDAY, 19th Sept., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 23rd Sept., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier).
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th September, 1913. 6



TOYO KISEN KAISHA.
IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU,

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU.
INTERMEDIATE STEAMERS.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
HONGKONG MARU...	S. Togo	FRIDAY, 19th Sept., NOON.
SHINYO MARU	H. S. Smith ...	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Greene ...	FRIDAY, 17th Oct., at Noon.
NIPPON MARU	A. G. Stevens ...	WED'DAY, 5th Nov., at Noon.
TENYO MARU	E. Bent	TUESDAY, 11th Nov., at Noon.

THE S.S. "HONGKONG MARU" will be despatched for SAN FRANCISCO VIA MANILA, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on FRIDAY, the 19th September, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.
The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU.

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500 ...	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500 ...	WED'DAY, 3rd Dec., at Noon
KIYO MARU	17,200 ...	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

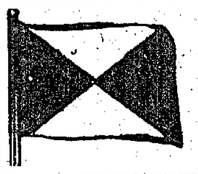
SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller... ...	Manila, Mangarin, Cebu and Iloilo	On 24th Sept., 4 P.M.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 4th Oct., 4 P.M.

Electric Light. Fans in every Cabins. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers.
Hongkong, 15th September, 1913. PHILIPPINES S.S. Co. [10



OSAKA SHOSEN KAISHA.
REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
† "PANAMA MARU" ...	J. Kanao ...	WED'DAY, 17th Sept, at 1 P.M.
‡ "SEATTLE MARU" ...	T. Saito ...	THURSDAY, 2nd Oct., at 1 P.M.
† "MEXICO MARU" ...	N. Kobayashi ...	WED'DAY 15th Oct., at 1 P.M.
‡ "CHICAGO MARU" ...	Goto	THURSDAY, 30th Oct., at 1 P.M.
† "CANADA MARU" ...	K. Hori ...	
‡ "TACOMA MARU" ...	T. Hamada ...	

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.
‡ Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU" ...	T. Yamaguchi ...	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiya ...	THURSDAY, 25rd Oct. 4 P.M.
"LUZON MARU" ...	H. Yamamoto ...	

FOR MOJI, KOBE AND YOKKAICHI.

"INDO MARU"	K. Komiya ...	SATURDAY,	20th Sept., P.M.
"LUZON MARU" ...	H. Yamamoto ...	THURSDAY,	30th Oct., P.M.
"SAIGON MARU" ...	T. Yamaguchi ...		

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU" ...	Y. Yamamoto ...	

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU" ...	...	...

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SHOSHU MARU" ...	T. Fuchigami ...	WED'DAY, 17th Sept., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SHOSHU MARU" ...	T. Fuchigami ...	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

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NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ...	"LUETZOW." Capt. H. TEXTOR,	17,300	Thursday, 18th Sept., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"GNEISENAU," Capt. FR. REHM,	16,000	About Wed'day, 17th Sept.
MANILA, YAP, MAPONN, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUGKIST,	6,750	Saturday, 4th Oct., at 9 A.M.
KOBE and YOKOHAMA	COBLENZ," Capt. L. KLUGKIST,	6,750	About Tuesday, 16th Sept.
JESSELTON, KUDAT and SANDAKAN ...	"BORNEO" Capt. J. KOEHLER,	5,000	End of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 16th September, 1913 [4

ON SALE.

THE DIRECTORY AND CHRONICLE 1913.

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

FIFTY-FIRST ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

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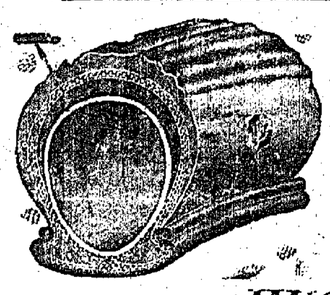
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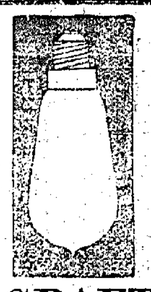
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POST OFFICE NOTICE.

The *Chenan*, with the Mails from London (via Siberia) of Friday, the 29th ult., is due to arrive here to-morrow.

The *Gneisenau*, with the German Mail, left Singapore on Saturday, 13th inst., at 1 p.m., and is due to arrive here to-morrow, at 7 p.m.

The United States Mail ex s.s. *Siberia* have been transferred to the *Magellan* due here on Monday, the 22nd inst.

FOR	PER	DATE
Bangkok	*Watshing*	Tuesday, 16th, 8.00 A M
Japan via Nagasaki	*Wada Maru*	Tuesday, 16th, 10.00 A M
Saigon and Java	*Tjitaroem*	Tuesday, 16th, 11.00 A M
Straits	*Rhesus*	Tuesday, 16th, 11.00 A M
Bangkok	*Ulv*	Tuesday, 16th, 11.00 A M
Macao	*Sui Tai*	Tuesday, 16th, 1.15 P M
Cheungchow	*Cheungchow*	Tuesday, 16th, 1.30 P M
Philippine Islands	*Tean*	Tuesday, 16th, 3.00 P M
Weihaiwei, Chefoo and Tientsin	*Kueichow*	Tuesday, 16th, 3.00 P M
Shanghai, North China and Japan via Nagasaki	*Tosa Maru*	Tuesday, 16th, 4.00 P M
Straits and Ceylon	*Nyanza*	Wednesday, 17th, 8.00 A M
Swatow Amoy & Formosa via Anping & Takao	*Soshu Maru*	Wednesday, 17th, 8.00 A M
Haiphong, Pakhoi and Saigon	*Sungkiang*	Wednesday, 17th, 8.00 A M
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria, B.C., and Tacoma	*Panama Maru*	Wednesday, 17th, NOON
Macao	*Sui Tai*	Wednesday, 17th, 1.15 P M
Cheungchow	*Cheungchow*	Wednesday, 17th, 1.30 P M
Straits and India via Calcutta	*Gregory Apcar*	Wednesday, 17th, 2.00 P M
Shanghai and North China	*Wingsang*	Wednesday, 17th, 5.00 P M
Shanghai, North China & Japan via Nagasaki (EUROPE VIA SIBERIA)	*Gneisenau*	Wednesday, 17th, 5.00 P M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES	*Luetzow*	Thursday, 18th, Printed Matter and Samples 8.30 A M; Registration 8.30 A M; Registration, Kowloon B.O. 8.00 A M; Letters 9.00 A M
Hoihow, Haiphong, Pakhoi and Saigon	*Hongkong*	Thursday, 18th, 10.00 A M
Sandakan	*Mausang*	Thursday, 18th, 11.00 A M
Macao	*Sui Tai*	Thursday, 18th, 1.30 P M
Shanghai and North China	*Anhui*	Thursday, 18th, 3.00 P M
Phillippine Islands, Australia, Tasmania and New Zealand via Port Darwin	*St. Albans*	Friday, 19th, 10.00 A M
Swatow, Amoy and Foochow	*Haiyang*	Friday, 19th, 10.00 A M; Printed Matter and Samples 10.00 A M; Registration 10.00 A M (Registration with late fee of 10 cents up to 10.45 A.M.); Registration, Kowloon B.O. 9.30 A M; Letters 11.00 A M
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO	*Hongkong Maru*	Friday, 19th, 11.00 A M
Shanghai and North China	*Kwongsang*	Friday, 19th, 11.15 P M
Macao	*Sui Tai*	Saturday, 20th, Printed Matter and Samples 10.00 A M; Registration 10.00 A M (Registration with late fee of 10 cents up to 10.45 A.M.); Registration, Kowloon B.O. 9.30 A M; Letters 11.00 A M
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA and JAPAN via NAGASAKI, HONOLULU, UNITED STATES and CANADA via SAN FRANCISCO	*Korea*	Saturday, 20th, 1.00 P M
Philippine Islands	*Yuensang*	Saturday, 20th, 1.15 P M
Macao	*Sui Tai*	Saturday, 20th, 5.00 P M
Japan via Yokohama	*Jelunga*	Saturday, 20th, 5.00 P M
Shanghai and North China (EUROPE VIA SIBERIA)	*Kalgan*	Tuesday, 23rd, 10.00 A M
Swatow, Amoy and Foochow	*Haitan*	Tuesday, 23rd, Printed Matter and Samples 10.00 A M; Registration 10.15 A M; Registration with late fee of 10 cents up to 11.00 A M; Registration, Kowloon B.O. 10.15 A M; Letters 11.00 A M
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	*Magellan*	
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle, Wash.	*Sado Maru*	Tuesday, 23rd, 3.00 P M

COMMERCIAL.

CLOSING QUOTATIONS.

September 15th.

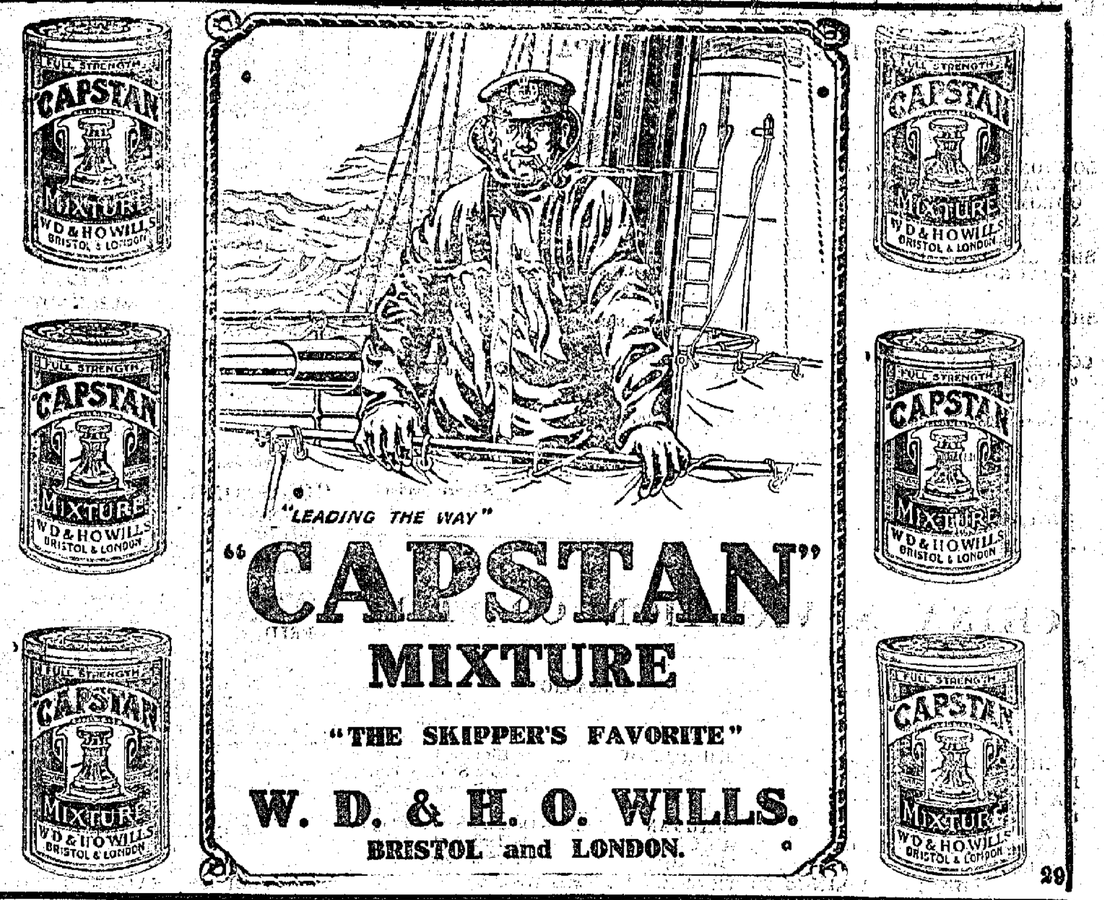
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Documentary Bills 4 months' sight	2/- 1/8
ON PARIS:—	
Bank Bills, on demand	252
Credits, at 4 months' sight	257
ON GERMANY:—	
On demand	203½
ON NEW YORK:—	
Bank Bills, on demand	49 3/8
Credits, at 60 days' sight	49 3/8
ON BOMBAY:—	
Telegraphic Transfer	148¾
Bank, on demand	149
ON CALCUTTA:—	
Telegraphic Transfer	148¾
Bank, on demand	149
ON SHANGHAI:—	
Bank, at sight	73
Private, 30 days' sight	73⅞
ON YOKOHAMA:—On demand	97½
ON MANILA:—On demand—Pesos	98½
ON SINGAPORE:—On demand	85½
ON BATAVIA:—On demand	120⅜
ON HAIPHONG:—On demand	1 % pm.
ON SAIGON:—On demand	⅛ "
ON BANGKOK:—On demand	77½
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London Date	Due Shanghai
August 29th.	September 13th.
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SHARE LIST.—QUOTATIONS.

HONGKONG 14TH SEPTEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$790, sellers; L'don £82	5½ p.c.
China Borneo Company, Limited	60,000	$12	all	$9½, buyers	8½ p.c.
China Light and Power Company, Ld.	50,000	$5	all	$4	
	50,000	$1	all		
China Provident, Loan & Mortgage Co., Ld	200,000	$10	all	$9, sellers	7½ p.c.
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	all	Tls. 128, buyers	
Hongkong Cotton Spinning Co., Ld.	125,000	$10	all	$9½, sellers	
Dairy Farm Company, Limited	40,000	$87½		$27½, buyers	5 p.c.
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$91, sellers	5 p.c.
H'kong. and Whampoa Dock Co., Ld.	50,000	$50	all	$76½, buyers	3 p.c.
New Amoy Dock Co., Limited	10,000	$62½	all	$8½, sellers	7½ p.c.
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 55	
S'hai. and Hongkew Wharf Co., Ld.	36,000	Tls. 100	all	Tls. 107	
Green Island Cement Co., Limited	400,000	$10	all	$6.60, buyers	
Hongkong Electric Co., Limited	60,000	$10	all	$40, buyers	4 p.c.
Hongkong Hotel Company, Limited	12,000	$50	all	$125	5 p.c.
	8,000		$25	$90	
Manila Metropole Hotel, Limited	15,000	Ps. 10	all	P8½, sellers	
Hongkong Ice Company, Limited	5,000	$25	all	$175, sellers	5½ p.c.
Hongkong Rope Manufacturing Co., Ld.	60,000	$10	all	$23	9½ p.c.
H'kong. & South China Steam Fishers. Co., Ld.	15,000	$10	all	$2	
Hongkong Steel Foundry Co., Ld.	15,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	5/-	all	9/-, sales	
INSURANCES—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$315, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	$100	$20	$148, buyers	6⅔ p.c.
Hongkong Fire Insurance Co., Ld.	8,000	$250	$50	$363, buyers	7½ p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 137½	
Union Insurance Society, Limited	12,400	$250	$100	$786	6½ p.c.
Yangtsze Insurance Association, Ld.	12,000	$100	$60	$190, @ Ex 73	
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$113, sellers	6½ p.c.
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$9, buyers	5½ p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$46	7 p.c
Shanghai Land Investment Co., Ld.	78,000	Tls. 50	all	Tls. 89	
West Point Building Co., Limited	12,500	$50	all	$72, sellers	5⅔ p.c
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 25½, buyers	
MINING.—					
Chinese Engineering and M. Co., Ld.	1,000,000	£1	all	32/6	
Heawood Tin and Rubber Estate, Ld.	822,000	2/-	all	3/-	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$3.10, buyers	
Tronoh Mines, Limited	160,000	£1	all	58/6	
Peak Tramways Co., Limited	25,000	$10	all	$9, buyers	7⅓ p.c.
	50,000	$10	$1	$0.90	
Philippine Co., Limited	75,000	$10	all	$5	
Pulpes et Papeteries du Tonkin Societe des	13,200	$50	all	$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$95, sellers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	$100	all	$35, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld.	30,000	$25	all	$9, sellers	
Douglas Steamship Co., Limited	20,000	$50	all	$36	5 p.c.
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$28, buyers	7½ p.c
Indo-China Steam Navigation Co. Ld	60,000 pref.	£5	all	$75 L'don £3	
	60,000 def.				
Shell Transport & Trading Co., Ld.	2,500,000	£1	all	108/-, buyers	6 p.c.
Star Ferry Company, Limited	30,000	$10	all	$57, buyers	3½ p.c.
South China Morning Post, Limited	6,000	$25	all	$22	
Steam Laundry Company, Limited	20,000	$5	all	$4	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	$10	all	$25	
Powell, Wm., Limited	15,000	$7	all	$10½	4 p.c
Watson & Co., A. S., Limited	90,000	$10	all	$8	
Weissmann, Limited	3,000	$10	all	$31	
Union Waterboat Co., Limited	50,000	$10	all	$17, buyers	5½ p.c.

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FORTHCOMING EVENTS.

Friday, 19th Sept.—

11 a.m.—Hongkong Club Half-Yearly Drawing of 65 Debentures at the Club House.

Wednesday, 24th Sept.:—

Noon—Douglas Steamship Co., Ltd., Meeting of Shareholders.

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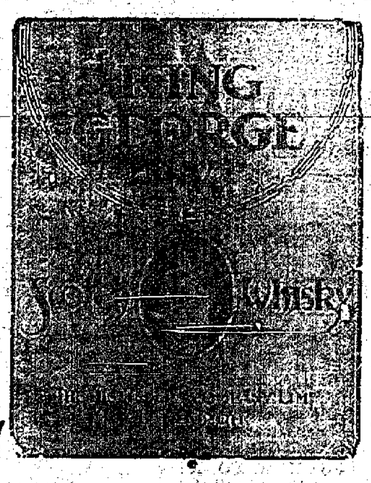
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